

Beard

INLAND
RIVER
RECORD
-1950-

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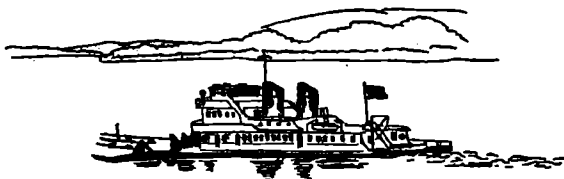
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INLAND RIVER
RECORD 1950

INLAND RIVER RECORD - 1950

STEAM AND DIESEL VESSELS
OF THE MISSISSIPPI RIVER SYSTEM
IN OPERATION AS OF JULY 15, 1950



COMPILED BY
FREDERICK WAY, JR.

ADVISORY BOARD

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INLAND RIVER RECORD

121 RIVER AVENUE

SEWICKLEY, PA.

FOREWORD

Within limitations which will be enumerated, this directory contains commercial and government boats which operate in their normal procedure on the Mississippi River and its tributaries, on the Alabama River system, the Chattahoochee, on the Intracoastal Waterway both east and west of New Orleans, and in the bayou regions of Louisiana.

Inasmuch as this book is primarily designed to report river vessels, or vessels restricted in depth to utilize inland streams, we have approached such ports as New Orleans, Houston, Galveston, Mobile, etc., with this restriction in mind, and have excluded many deep draft tugs which regularly ply such areas, but which are not classified as river craft.

Also we have excluded a number of self-propelled dredges operated by the Corps of Engineers inasmuch as they are not engaged in handling the river's commerce. Towboats and tugs of the Corps of Engineers have been included, and also the vessels of the U. S. Coast Guard, and properly so, inasmuch as they are engaged in transportation.

In reporting the vessels of the Intracoastal Waterways we have omitted a number of small craft engaged primarily in fishing, and shrimp and oyster industries. Without exception these are motor propelled, and of small horsepower, and in no case do they contribute to the general transportation scheme except in the performance of their local duties. For similar reasons a number of small tugs owned and operated by T. V. A. on the Tennessee River and its tributaries are not included herein.

Specifically, the listing which follows includes:

All steam propelled vessels,

Motor vessels of 100 hp. and over,

Motor vessels of less than 100 hp. of special interest.

Nearly all of the "work boat" fleet of the area is included, inasmuch as vessels of less than 100 hp. are in the minority with a tendency to diminish in numbers as time goes on, a trend brought about by two factors: 1) new vessels being constructed are 100 hp. and over in most cases, and 2) older vessels are being re-engined to bring them into the 100 hp. and over class. As rapidly as this latter circumstance occurs, such vessels are initiated to these pages.

In describing the vessels of the area the term "towboat" is limited to those equipped with squared-off head and towing knees, designed primarily for facing into a tow and handling the tow as a unit, which is the widely adopted style on the Mississippi River and its tributaries. The term "hawser tug" applies to those which are built on the lines of a sea-going tug, with high model bow, and with bitts at the stern for dragging the tow behind. The term "tug" applies to those vessels which generally are hawser-type tugs but which have had towing knees added, usually because their usefulness has brought them out of Gulf waters and into river pursuits. These three types predominate in the area.

Measurements presented in the text are the registered dimensions of hull taken from official records and presented as three groups of figures, as 236 x 44.3 x 7.6. The first figure is the ship's length (usually from stem to rudder post); the second is her width (widest outside dimension of hull) and the third is her depth of hold. This latter figure has no relation to the draft: it is a measurement taken inside the hull from the underside of the main deck perpendicularly to the bottom, amidships. Commercial vessels

are reported in feet and decimal fractions thereof. Government vessels are reported in feet and domestic fractions thereof because this is the scheme of government agencies, and often the reported dimensions of government vessels are "over all" as this is the custom. Some observations may be helpful:

The registered length of a sternwheel vessel does not include the paddlewheel.

The registered width of a side-wheeler does not include the guard or deck beyond the hull line.

The registered length of a propeller boat is usually shorter than the actual over all length inasmuch as the main steering rudders are built in the vessel at some distance from the stern.

Vital statistics of inland river boats formerly stressed a registered tonnage figure, based on internal cubical capacity. This figure has become outmoded and was important in the past when nearly all vessels were cargo carriers. This is not the case in modern times. Hence we have omitted mention of registered tonnage in the descriptions carried herein inasmuch as it is almost meaningless. The present trend is toward the use of horsepower for comparison.

For this reason we have used indicated horsepower in the descriptions. This may be said to be true horsepower and represents the power actually developed within the cylinders of the engines. Although valuable as a comparative figure of power plants, indicated horsepower does not always reflect a true report of the vessel's capacity under actual operating conditions. The reader will discover the term "push horsepower" introduced in descriptions of a few vessels (see CORNELL, LEHIGH, for examples) and this figure represents what the vessel actually can do with what she has in the way of propellers, engines, super-charging, stern design, Kort nozzles, etc., all of which factors immediately effect performance. Tests for "push horsepower" may become standardized and in a few years form a much more accurate judgment of power than any method now in general use.

In preparing the text we have used several abbreviations with consistent uniformity. The small "b." preceding the name of a location means "built." Thus if the line reads "b. Neville Island, Pa." it means the boat was built there. In describing sizes of steamboat machinery we have used the steamboat engineer's lingo; "14's, 28's-7 ft. stroke." This, translated, means the engines are of the compound type, with a high pressure cylinder of 14" diameter and a low pressure cylinder of 28" diameter, and a common stroke of 7 feet. If but one diameter appears, such as "14's-6 ft. stroke" the engines described are 14" diameter (or bore) and the stroke is 6 feet, implying a high pressure job. In all cases, unless otherwise specified, there are two engines to each steamboat identical to the description provided. In several steam installations (ILLINOIS for example) the engine is described as "triple expansion" and four cylinders are noted instead of three. In such cases the third phase of the expansion process is carried into two identical low pressure cylinders for reasons of engine design and economy. In a great many instances the description of a diesel engine is accompanied with a notation such as "10 x 13" and this, in modern jargon, means 10" bore and 13" stroke.

The vessels of the area discussed in these pages are almost entirely work boats designed to shove or pull the some 5000 barges which carry the

bulk of the commerce. Other types, which form the minority, include excursion boats, tourist vessels, ferry boats, railroad car transfers, lighthouse tenders, inspection vessels, and the like.

We might record a developing urgency to move cargo on faster time schedules. Experiments of such nature commenced in 1940 when Socony-Vacuum Oil Co. built a series of "integrated" barges. Ashland Oil & Refining Co. followed suit. Federal Barge Lines in 1947 constructed a fleet in which the towboat is an integral part (see HARRY TRUMAN). Butcher-Arthur and others have added equipment aimed toward shoving a long, slim tow against the current at speeds not considered practical only a few years ago. Push-horsepower and speed, two qualities at antipodes in river marine design over a lengthy stretch of time, seem to have yielded toward a common bonding. In the spring of 1949, Capt. A. C. Ingersoll, Jr. amazed the river-world by sending the HARRY TRUMAN on a special run from New Orleans to St. Louis, handling a pay-cargo of freight, and with avowed intent to breaking the record of the fabulous ROBT. E. LEE. Not since 1870 when the LEE raced the NATCHEZ has any commercial vessel equalled or bettered the time between those terminals. The TRUMAN did not succeed in the mission, but came so very close that old-time rivermen were startled with the shocking fact that for all practical purposes the LEE has met worthy successors in the modern towing fleets designed for rapid passage.

There are numerous catamaran ferryboats on the lower Mississippi (see CITY OF BATON ROUGE, ALGIERS). The advantage of such construction, when applied to either paddlewheel or propeller boat, is largely one of convenience for handling automobiles, there being a wide external deck space with propelling machinery, boilers, etc. confined to a central amidship area.

Packet service on the Mississippi system is extinct in the usual meaning of the term, i. e., a combination freight and passenger vessel operating in a trade. At the present time passengers are regularly carried on scheduled short rides at St. Louis and New Orleans by the modern and attractive excursion boats operated by Streckfus Steamers, Inc. and other towns are served by the steamer AVALON. Greene Line Steamers, Inc. is the only operator of long trips, and their two vessels, the DELTA QUEEN and GORDON C. GREENE, are admirably suited to meet the most exacting demands of the modern tourist who wishes to explore the Mississippi River system in comfort. A number of the larger towing vessels are provided with excellent guest quarters but those fortunates who travel by such means must make personal arrangements with the owning companies.

Practically all of the barge fleet in the area is of steel construction and non-self propelled, and the predominant type is squared off at the ends with scow bow rake, and flat bottomed. Barge construction has become standardized on the whole, mindful of lock restrictions and successful combining into units (tows) for delivery. The usual steel coal barge in the Pittsburgh area measures 175 x 26 x 10'8", is provided with collision bulkheads at the ends, and carries about 900 tons of cargo. The Carnegie-Illinois Steel Corporation has about 400 answering such description and there are some 700 of the type in daily operation on the Monongahela River alone.

The largest of the general merchandise barges are those owned by the Federal Barge Lines which has a fleet of about 40 measuring 300 x 48 with

a loaded draft of 8 feet and cargo capacity of 3000 tons each. Jones & Laughlin Steel Corporation have a specialized cargo barge in which they transport steel products from mill to market, and these measure 132 x 35 with a capacity in the neighborhood of 775 tons. Altogether this fleet comprises some 65 units.

The prevailing common dimensions for what may be termed a standard oil barge is 195 x 35. At either end is a 21-foot collision compartment. The capacity is around 9,350 barrels carried in eight compartments. Self-propelled barges have been tried on inland streams in various guises since Civil War days but the practice has never gained important headway: one such carrier operates today (see REPUBLIC-PITTSBURGH). For those interested in detailed studies of modern towing methods and the engineering details of barge and towboat design, this publication recommends a letter to the Dravo Corporation, Pittsburgh, Pa. This firm long has been the vanguard in experiment and application of new principles not only as apply to the Mississippi and its related problems but also to rivers and waterways of other sections of the United States. Their field of engineering exploration and its practical application has reached to cover the problems of a number of South American streams and in other parts of the world.

No attempt has been made to itemize auxiliary equipment carried on the vessels enumerated herein. Ship-to-shore radio-phone has become commonplace and succeeds the telegraphy installations which first arrived in 1916, we believe, on the INCO NO. 1 and later was generally adopted by Federal Barge. Engineerroom control from the pilothouse, pioneered on steam ferryboats many years ago, has won acceptance on nearly all of the larger vessels now constructed. Radar arrived on the TRI-STATE in November, 1946, and is on the high road to becoming universal.

It is interesting to notice in a general way that the number of vessels engaged in transportation in the area recorded in these pages is greater than any time in past history. The available horsepower exceeds by far any totals of the "palmy days." All of the available boats and barges back in Mark Twain's day could carry but a fraction of present-day river commerce. When the initial issue of Inland River Record appeared in 1945 there was an almost 50-50 division of steam and diesel propulsion on the Mississippi system. Today, slightly over five years later, diesel towboats almost predominate the region and, should the trend continue at the present amazing pace, it is foreseeable that the steamboat will be extinct as soon as the present equipment is retired. The last steam, sternwheel steamboat build for inland service was the JASON (see) in 1940.

Consider; there never is a sunrise over the cottonwoods of Arkansas, the button-balls along the Ohio, or the willow fringes of the Illinois but what something has changed or altered while quiet tons of water slip to the sea unnoticed. Your Editor realizes that keeping tab on the transportation scheme of so vast an empire is an undertaking which, to be done properly and accurately, would best suit the talents of some three-headed Cerberus. Your Editor does not qualify in this respect, and must go to press with neck stiff and eyes strained and the usual human equipments impaired. He is thankful, and grateful, for the prompt assistance so generously given by a large share of the owning companies who answered questions sent them by mail. He appreciates, also, the efforts of individuals, and particularly those persons enumerated on the title page as an Advisory Board. Also

the Editor wishes to express his thanks to F. A. Gehres, Ross Rogers, Jr., Edward H. Scheibler, James A. Wallen and Paul K. Wabnig for their efforts toward maintaining the accuracy of these listings. The attention of the reader is invited to the advertising section which includes some of the outstanding organizations doing business on the inland waterways. They constitute the financial sponsors of this book.

THE AUTHOR

Sewickley, Pa.,
July 15, 1950

COMMERCIAL AND GOVERNMENT VESSELS OF
THE MISSISSIPPI RIVER SYSTEM, STREAMS
EMPTYING INTO THE GULF OF MEXICO, AND
THE GULF INTRACOASTAL WATERWAYS, COM-
PILED AS OF JULY 15, 1950

It is suggested the reader acquaint himself with an explanation of symbols, abbreviations, and terms which will be found in the foreword.

A. Baldwin

Steam ferry, catamaran steel hull with center paddlewheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1905. 127 x 58.9 x 7.5. Carries 231 passengers and 35 automobiles. 280 hp. Owned by Bisso Ferry Co., New Orleans, La.

A. B. Sheets

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1921. 148.5 x 34.4 x 5.6. Condensing engines, 14's, 28's-7 ft. stroke, 700 hp. Four return flue boilers, coal burner. Originally named LA BELLE and owned by Wheeling Steel Corporation who operated her until Nov., 1945. During this ownership sponsosns were placed by Dravo on the hull increasing width six feet to dimension shown above. Sold to Zubik Towing Co., Pittsburgh, who renamed her EDW. SMITH, and in 1947 sold her to Hillman Transportation Co. of Pittsburgh, present owner, who again renamed her. This is the second steam towboat named A. B. SHEETS: first was b. Dravosburg, Pa., 1918 originally named SAM BARNUM and renamed A. B. SHEETS in summer of 1921 when purchased by Hillman. This vessel was sold to Charles Zubik in 1947 and decommissioned.

A. C. Jaynes

Steam ferry, steel hull, sternwheel. b. Grafton, Ill., by Midwest Boat & Barge Co., 1925. 125 x 30 x 4.3. Engines 12's, 48's-4 ft. stroke. One boiler, coal burner, 250 hp. Carries 24 automobiles. Originally operated at Cape Girardeau, Mo., then at Greenville, Miss., until bridges were built at those places, and currently operating at Helena, Ark., operated by Capt. A. C. Johnson as Glendale Ferry.

A. G. Thomas

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Lester F. Alexander Co., 1948. 46 x 13 (approx.) Atlas Imperial diesel 120 hp. Owned by A. G. Thomas, New Orleans, La.

A. H. DeBardeleben

Diesel hawser tug, steel hull, single prop. b. Madisonville, La., by Equitable Equipment Co., 1943. 75.8 x 23 x 8.5. National Superior 8 cyl. 12½ x 15 diesel 600 hp. Owned by Coyle Lines Incorporated, New Orleans, La.

A. H. Truax

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Shipyard and Dry Dock Co., 1946. 132 x 33 x 10. National Superior diesels total 1650 hp. at 280 rpm. Supercharged, 6 cyl. 14½" bore by 20" stroke. Kort nozzles. Owned by Central Barge Co., Chicago, Ill.

A. L. Groteguth, Sr.

Diesel hawser tug, wood hull, twin props. b. Benton Harbor, Mich., by Robinson Marine, 1947. 52 x 12.5. Gray Marine diesels total 450 hp. Owned by Freeport Sulphur Co., Port Sulphur, La.

A. L. Nash

Diesel towboat, steel hull, single prop. b. Manitowoc, Wis., by Manitowoc Shipbuilding Co., 1945. 70 x 22 x 9, drawing 6½ ft. Semi-tunnel stern and modified V bottom. Atlas Imperial, 6 cyl. 11½ x 15, 320 hp. at 325 rpm. Owned by Marine Transit Co., Chicago, Ill.

A. M. Halliday

Steam ferry, catamaran steel hull, center paddlewheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1903. 121 x 59 x 7.7. Engines built by Ainslee-Cochran Co., 16's-6 ft. stroke. One boiler. 450 hp. Allowed 225 passengers, 30 automobiles. Owned by Algiers Public Service Co., New Orleans, La.

A. M. Thompson

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Shipyard and Dry Dock Co., 1949. 142 x 34 x 9'10". Two Enterprise diesels, 8 cyl. 16 x 20, total 2600 hp. Kort nozzles. Owned by Central Barge Co., Chicago, Ill.

A. V. Criss

Diesel towboat, composite hull, sternwheel. b. Paducah, Ky., 1938. 78.6 x 18.8 x 4.1. Two G-M diesels, 400 hp., placed 1947. Originally owned by Indiana Towing Co., Corydon, Ind., and had F-M diesel, 280 hp. Burned March 12, 1944, at Louisville, Ky., and later rebuilt. Sold to Tri-State Materials Corp., Charleston, W. Va., in February, 1946, renamed several months later. Originally called BETTY GARDNER.

Ace

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by owner, 1945. 60 x 16 x 7.5. Enterprise 6 cyl. 15 x 16 diesel 400 hp. at 400 rpm. Owned by Bonner Towing Co., LaPorte, Texas.

Ace

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1930. 81 x 20 x 6. Atlas Imperial diesels total 280 hp., direct reversible type, 8½ x 12. Original owner was John Archbold Coal Co., Evansville, Ind. Sold to Producers Pipe Line Co. who operated her until Dec. 1949 when sold to Nashville Bridge Co. Again sold in spring of 1950 to Igert, Inc., Paducah, Ky.

Adaline II.

Diesel towboat, wood hull, sternwheel. b. Knoxville, Tenn., 1936. 50 x 13.3 x 3. Cummins supercharged diesel 200 hp. Owned by Knoxville Sangravl Material Co., Knoxville, Tenn.

Admiral

Steam excursion boat, steel hull, side-wheel. b. St. Louis, Mo., by Streckfus Steamers, Inc., 1938-40. 365 x 53.8 x 7.6. Rated 1557 tons. High pressure engines, 26's-10 ft. stroke, 1500 hp. Allowed 4000 passengers. Constructed on hull of former railroad transfer ALBATROSS (b. Dubuque, Iowa, 1907, lengthened Rock Island, Ill., 1921). Great stress on streamlining and application of modern metal design. Entirely air-conditioned with no outside guards, almost invisible stacks, wheelhouses entirely unaccented, boilers in the hold, no gangplank. Owned by her builders, Streckfus Steamers, Inc., St. Louis, Mo.

Admiral

Diesel hawser tug, wood hull, single prop. b. Orange, Tex., 1930. 47.8 x 13.8 x 4.8. Atlas Imperial, 6 cyl., 9 x 12 engine, 160 hp. Owned by Sabine Transportation Co., Inc., Port Arthur, Tex.

Advance

Diesel towboat, steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1949. Originally LSM 375 b. Orange, Texas, 1944, and entirely remodeled into a river towboat. 147.5 x 34 x 8.8. Fairbanks-Morse 10 cyl. 8 x 10 diesels total 2880 hp. at 720 rpm. Owned by American Barge Line Co., Louisville, Ky.

Agnes

Diesel hawser tug, wood hull, single prop. b. Plaquemine, La., 1935. 40 x 12 x 5. Caterpillar 6 cyl. diesel 100 hp. at 450 rpm. Reduction gear 2 to 1. Owned by Cenac Towing Co., Houma, La.

Agnes H.

Tug owned by O. J. Schwabe, Houston, Texas. No details.

Agnes M.

Diesel hawser tug, wood hull, single prop. b. Plaquemine, La., 1915. 43 x 10.8 x 3.4. Caterpillar diesel 100 hp. Owned by Louis Berwick, Port Arthur, Texas.

Ahepa

Diesel hawser tug, wood hull, prop. b. Pascagoula, Miss., 1937. 46.3 x 12.6 x 6. 350 hp. Owned by George Bacon, Houston, Texas, and reported sold, 1948, to B. K. Swansey, Houston, Texas.

Ajax

Diesel hawser tug, steel hull, single prop. b. New Orleans, 1949. 55' long. General Motors diesel 300 hp. at 350 rpm. Owned by Guidry and Savoie, Cut-Off, La.

Ajax

Diesel hawser tug, steel hull, single prop. b. Orange, Tex., by Livingston Shipbuilding Co., 1944. 68.3 x 20 x 8.3. Atlas Imperial 6 cyl. 13 x 16, 4 cycle engine, 400 hp. Sister ship to the GOLIATH, see. Owned by Sabine Transportation Co., Port Arthur, Texas.

Alabama

Diesel towboat, steel hull, twin props. b. Ambridge, Pa., by American Bridge Co., 1928. 140 x 25 x 8.7. General Motors 8½ x 10 12 cyl. diesels total 1080 hp. at 170 rpm. Diesel-electric drive. Present engine installed fall of 1950. Owned by Warrior & Gulf Navigation Co., Chickasaw, Ala.

Alan R. Merrill

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1936. 92 x 20.2 x 6.6. Fairbanks Morse diesels placed 1949 total 600 hp. Originally named SENATOR COMBS owned by Ashland Oil & Refining Corp. and sold to present owner, Jan. 1949, who had boat rebuilt, adding 16 ft. to original length, placed new engines, and renamed her. Owned by Cpts. Charles C. and Charles Henry Stone, Pt. Pleasant, W. Va.

Albany

Steam snagboat, composite hull, sternwheel. b. New Orleans, La., 1926. 135'8½" x 32'0" x 5'6". Single stack. Engines 10's-4 ft. stroke made by Iowa Machine Works. One Scotch marine boiler by John H. Murphy Iron Works. 150 hp. Operated on Chattahoochee-Flint-Apalachicola rivers and St. Marks river, Fla. Owned by U. S. Engineer Corps, Mobile, Ala.

Albert E. Heekin

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1941. 145 x 27 x 11.8. Cooper-Bessemer 6 cyl. 13 x 16 supercharged diesels total 1000 hp. at 315 rpm. Kort nozzles. Similar in design to DUCTILLITE and SEMET but longer in hull 10 feet. Originally owned by Campbell Transportation Co.; now owned by Mississippi Valley Barge Line Co., St. Louis, Mo.

Albert Rowse

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1938. 59'9" x 14' x 5'9". Superior 8 cyl. 8½ x 10½ diesel 300 hp. at 450 rpm. installed 1948. Sister boat to CHARLES FOLSOM (see). Owned by Corps of Engineers, Kansas City, Mo.

Alec Parnie

Diesel towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1925. 107.2 x 23 x 4.5. Engines have not been placed; rebuilding program in progress. Originally was a steam stern-

wheel towboat with 10's-5 ft. machinery and two return flue boilers, and was named CHICOT, owned by U. S. Engineers, Vicksburg. In June, 1941, sold to Commercial Barge Lines, Inc., of Evansville, Ind., and renamed JEROME D. BEELER, and again renamed 1943 to ALEC PARNIE and again sold, April, 1946, to Capt. C. C. Stone of Pt. Pleasant, W. Va., who plans conversion to about 500 hp. diesel.

Alela

Motor tug, wood hull, prop. b. 1916. 37.3 x 10.3 x 3.5. 150 hp. Owned by Paul Hardcastle, Beaumont, Texas.

Alexander

Diesel towboat, steel hull, twin props. b. New Orleans, La., by Alexander Shipyards, Inc., 1948. 116.5 x 40 x 11. Fairbanks-Morse opposed piston diesels total 3200 hp. at 720 rpm. Universal reduction gears. Owned by Alexander Shipyards, Inc., New Orleans, La., and sold to Upper Mississippi Towing Corp., spring of 1950.

Alexander Mackenzie

Steam towboat, steel hull, sternwheel. b. Point Pleasant, W. Va., by Marietta Manufacturing Co., 1939. 167 x 37.5 x 8.4. Condensing engines, 16's, 32's-10 ft. stroke, 1600 hp. Two Foster-Wheeler boilers, coal burner. Almost an exact duplicate of the JASON, which see. Owned by Central Barge Co., Chicago, Ill.

Alfred B.

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1945. 45 x 12 x 3. Caterpillar diesel, 100 hp. 2:1 reduction gear. Owned by Ferd J. Robers Construction Co., Burlington, Wis.

Alibi II.

Motor runabout, wood hull, twin props. b. Houston, Texas, by owner, 1938. 28 x 9 x 4.5. Sterling engines 225 hp. Owned by Parker Bros. & Co., Houston, Texas.

Alice

Diesel towboat, steel hull, single prop. b. Paducah, Ky., by Paducah Marine Ways, Inc., 1949. 74 x 18 x 8.5. Fairbanks-Morse 8 cyl. 8½ x 11½ diesel 500 hp. at 540 rpm. Reduction gear 2:1. Owned by Crounse Corp., Paducah, Ky.

Alice H.

Diesel hawser tug, wood hull, single prop. b. Beaumont, Texas, 1919. 42.7 x 10 x 3. General Motors diesel 165 hp. installed 1949. Owned by O. J. Schwabe, Houston, Texas.

Alice Ingram

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1950. 74 x 22.6 x 8.5. General Motors Model 6-71 in quads total 1000 hp. at 400 rpm. Reduction ration 4 to 1. Retractable pilothouse. Owned by Ingram Products Co., Nashville, Tenn.

Aliquippa

Steam towboat, steel hull, sternwheel. b. Pittsburgh, Pa., by James Rees & Sons Co. on bank of the Allegheny River, 1914. 152 x 29.1 x 4.8. Rees condensing engines, 14's, 28's-7 ft. stroke, 600 hp. Four return flue boilers, coal burner. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa.

Algiers

Steam ferry, catamaran steel hull, center paddlewheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1925. 144 x 55 x 7.7. Engines 18's-6 ft. stroke by Iowa Machine Works. Two return flue boilers. Sister boat to the NEW ORLEANS, which see. 600 hp. Allowed 800 passengers, 40 automobiles. Owned by Algiers Public Service Co., New Orleans, La.

Allan W.

Diesel hawser tug, steel hull, twin props. b. Houston, Texas, by owner, 1947. Two International diesels total 250 hp. Owned by Parker Brothers & Co., Houston, Texas.

Allegheny

Steam towboat, steel hull, sternwheel. b. Pittsburgh, Pa., by James Rees & Sons Co. on bank of the Allegheny River, 1905. 134.4 x 27.7 x 5.9. Condensing engines, 12's, 24's-6 ft. stroke. Three return flue boilers, coal burner, 450 hp. Originally named HENRY A. LAUGHLIN and first owned by Jones & Laughlin Steel Corp. who later renamed her SHANNOPIN, shortly sold her (1932) to Campbell Transportation Co., Pittsburgh, who renamed her FAIRPLAY. During this ownership she was widened with sponson hull, increasing original width from 23.3 ft. to 27.7 ft. In 1941 the vessel was bought by Hillman Transportation Co., Pittsburgh, and renamed JOHN L. HOWDER. About June 1, 1945 she was sold to present owner who changed the name to ALLEGHENY. Owned by Crain Bros., Pittsburgh, Pa.

Allen

Motor tug, wood hull, prop. b. 1913 at Houma, La. 58.5 x 16.2 x 4.5. 120 hp. Owned for a time by Bayside Oil Co., Inc. Presently owned by Chester Guidroz, Berwick, La.

Allen B. Wood

Steam towboat, steel hull, twin props. b. Savage, Minn., by Cargill, Inc., and completed at Pidgeon-Thomas Iron Works Co., Memphis, 1943. For details of construction see ATTU. Originally named MILNE BAY and chartered to Mississippi Valley Barge Line Co. until Sept. 1945. Defense Plant Corp. sold her to Martin Oil Co., Chicago, and went to Lemont, Ill., with 6-barge tow (Mile 300.5 on Illinois River) in 1948. Sold to American Barge Line Co. in May, 1949, given present name.

Alon

Diesel tug, steel hull, single prop. b. New Orleans, La., 1940. 41.2 x 13.1 x 5. Cooper-Bessemer 4 cyl. 8 x 10½ diesel 100 hp. Formerly owned by Louisiana Materials Co. and presently owned by Stevens & Co., New Orleans, La.

Alpha

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1928. 85 x 21 x 5.7. Fairbanks-Morse engines total 360 hp. Owned by Missouri-Illinois Material Co., St. Louis, Mo.

Alton

Diesel towboat, steel hull, twin props. b. Leavenworth, Kansas, by Missouri Valley Steel, Inc., 1949. 45 ft. long. Cummins diesels Model IIM-600. Reduction gears 3 to 1 ratio. Owned by Norman Bros., Inc., Alton, Ill.

Alton Zephyr

Diesel towboat, steel hull, twin props. b. Manitowoc, Wis., by Manitowoc Shipbuilding Co., 1939. 93.5 x 27 x 6. General-Motors 12 cyl. diesel 2400 hp. at 250 rpm. Originally named LOCKE TARLTON then owned by Missouri-Illinois Materials Co. Streett Towing Co. bought her 1944, renamed her ZEPHYR. New engine placed 1948 and again renamed. Owned by Streett Towing Co., St. Louis, Mo.

American

Steam towboat, steel hull, sternwheel. b. Slidell, La., by Canulette Ship Building Co., 1930. 158 x 27.6 x 4.2. Condensing engines, 14's, 26's-7 ft. stroke, 600 hp. Four return flue boilers, coal burner. Rebuilt at Louisville, Ky., 1938. Although registered as a new boat in 1930, some of the equipment came from the sternwheel towboat AMERICAN b. Decatur, Ala., 1902, wood hull, operated by American Oak Leather Co. They sold her to Capt. L. E. and C. E. Patton of Memphis who renamed her PATTON, and sold her to U. S. Engineers in Jan. 1920, who rebuilt her at Paducah, renamed her GEN. JOHN COFFEE, operated her on Tennessee River. The Barrett Line acquired her, renaming her DOROTHY BARRETT, sold her a few years later to American Barge Line Co. who took her to Slidell, La. and rebuilt her, renamed her AMERICAN—same name she had in the first place. Always operated with full boiler deck and pilothouse on the roof until trimmed down pool-boat style in 1938. Sold to Crain Bros., Pittsburgh, Pa., March, 1948.

Anita B. Hope

Diesel hawser tug, wood hull, single prop. b. Mobile, Ala., 1938. 48 x 13.9 x 6. Cooper-Bessemer 8 cyl. 9 x 12 diesel 275 hp. at 425 rpm.

Owned by Jackson Hope Towing Co., Inc., Mobile, Ala. *Burned to water edge at Tuscaloosa, Ala / 9-51 Total loss.*

Anita D.

Diesel hawser tug, wood hull, single prop. b. Madisonville, La., 1903. 69 x 21 x 6.6. Superior diesel 350 hp. Boat was rebuilt in 1926. Owned by Pelican Towing Co. until sold 1950 to present owner, Capt. J. W. Banta, Plaquemine, La.

Anker L. Christy

Diesel towboat, steel hull, triple props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1941. 108 x 30 x 8. Cooper-Bessemer 8 cyl. 10½ x 13½ diesels total 1200 hp. at 400 rpm. Designed

by A. M. Deering. Owned by Pure Oil Co., Marine Division, Chicago, Ill.

Ann

Diesel towboat, steel hull, twin props. b. Clinton, Iowa, by owner, 1949. 43 x 13 x 5. Cummins 5½ x 6 diesel, 330 hp. at 1500 rpm. Reduction gear. Owned by Fred R. McKenzie, Galesburg, Ill.

Anna May

Diesel towboat, steel hull, prop. b. Omaha, Neb., 1936. 42.9 x 12 x 3. General Motors Model 6-71 diesel, 200 hp. Originally owned by J. J. Connor, Omaha, Neb., now owned by Harms Marine Service, Orange, Texas.

Anna S. Cooper

Diesel tug, wood hull, single prop. b. New Orleans, La., 1882. 91.9 x 21.5 x 7.3. Busch-Sulzer engine 360 hp. Originally a steam tug operated on lower Mississippi many years, converted to diesel at Paducah, Ky., 1938-40 by F. W. Olcott. Owned by Roberts Towing Co., Paducah, Ky. Sold, March, 1948, to Mid-Continent Barge Line, Minneapolis, Minn.

Anne

Towboat, wood hull. b. 1939. 32 x 8 x 3. Hall-Scott 6 cyl. motor, 100 hp. Owned by Kahlke Bros., Rock Island, Ill.

Annie O.

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by owner, 1942. 66.7 x 19 x 8.1. Cooper-Bessemer 7 cyl. 13 x 16 diesel 600 hp. at 400 rpm. Owned by Parker Bros. & Co., Houston, Texas.

Aquila

Steam towboat, wood hull, sternwheel. b. Wabasha, Minn., by W. G. Peters, 1928. 110.3 x 24.4 x 3.7. Engines 10's-6 ft. stroke by Gillett & Eaton 200 hp. Two return flue boilers new 1927 at Winona, Minn. Originally owned by W. G. Peters of Wabasha; sold 1945 to McGrath Coal Co. of St. Paul and resold to present owner in May 1946. Owned by Molo Sand & Gravel Co., Dubuque, Iowa.

Arcadia

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1946. 58 x 14 x 5.5. General Motors 12 cyl. 4¼ x 5 diesel 260 hp. at 1600 rpm. installed December 1949. Reduction gear 4 to 1. Note: This is second vessel of the name; original b. 1929, wood hull, sternwheel, was retired. Owned by Massman Construction Co., Kansas City, Mo.

Aries

Diesel towboat, wood hull, single prop. b. Evansville, Ind., 1940. 64.8 x 14 x 3.5. Engine 120 hp. First owned by C. P. Sims, Evansville, Ind. Now owned by Robertson Line, Soddy, Tenn.

Arkansas II.

Steam patrol and snagboat, steel hull, sternwheel. Hull built by Beth-

lehem Steel Co., Leetsdale, Pa., machinery and cabin placed at Memphis, Tenn., 1940. 150 x 38 x 6. Condensing engines, 12's, 28's-5 ft. stroke formerly on towboat CAPT. CHAS. D. HARRIS. One cross drum marine water tube boiler by Combustion Engineering Co. Delivers 450 hp. at 22 rpm. Steel paddlewheel with wooden buckets. Owned by U. S. Engineer Corps, Memphis, Tenn. Burns fuel oil.

Arnold V. Walker

Diesel towboat, steel hull, twin props. b. Pascagoula, Miss., by Arnold V. Walker Shipyard, 1949. 101 x 28 x 10. G-M diesels total 1800 hp. Owned by the builder.

Ar-Sar-Ben

Diesel towboat, steel hull, single prop. b. 1939 and rebuilt recently by present owner who enlarged dimensions to 39 x 10.5 x 3.5. Caterpillar diesel 135 hp. Originally named IT and owned by Missouri Valley Bridge and Iron Co. Rebuilt, renamed, and now owned by Omaha Dredge & Dock Co., Omaha, Neb.

Arthur B. Harms

Diesel hawser tug, iron hull, prop. b. Cleveland, O., 1884. 68.4 x 17 x 8. This originally was a steam tug named RECORD operated by Frank Becker on the Great Lakes. Bought by present owner and converted to diesel (horsepower undetermined) and renamed. Owned by H. W. A. Harms Towing Co., Houston, Texas.

Ashland

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Ship Yard & Dry Dock Co., 1941. 140'2" x 31'1" x 7'2". General Motors 16 cyl., 8 1/4 x 10 1/2 diesels total 2500 hp. at 750 rpm. These engines installed at Dravo, 1948, in a conversion program which included a new stern and Kort nozzles. Owned by Ashland Oil & Refining Co., Ashland, Ky.

Astral

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, at E. D. Platzer Shipyard, 1939. 62 x 18.5 x 8.7. Atlas Imperial 6 cyl. 13 x 16 diesel delivers 400 hp. at 320 rpm. Direct drive. Owned by Butcher-Arthur, Inc. until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Atchafalaya

Diesel towboat, steel hull, b. 1947 by Atchafalaya Shipbuilding Co. 65 x 20 Superior diesel 400 hp. Owned by Vidos Towing Co., Morgan City, La.

Atco

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1941. 100 x 26 x 8.6. National Superior 665 hp. diesel. Kort nozzle installed by St. Louis Ship 1950. Originally named DELMAR R. TRAVER, renamed late 1943 to JERRY BEELER, then owned by Commercial Barge Lines, Inc. Sold December 1945 and given present name by Arrow Transportation Co., Sheffield, Ala.

Atlas

Motor tug, wood hull, prop. b. Madisonville, La., 1924. 57.8 x 15 x 7. 275 hp. Owned by Jahncke Service, Inc., New Orleans, La.

Atlas

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, 1935. 58.3 x 17.1 x 8.4. Atlas Imperial 6 cyl. 11½ x 15 engine, 275 hp. Duplicate of the SAMSON, see. Owned by Sabine Transportation Co., Inc., Port Arthur, Texas.

Atlas

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., by Charles Zubik, 1935. 94.7 x 24 x 4.1. Cooper-Bessemer 6 cyl. 13 x 16 diesel 350 hp. at 300 rpm. installed 1949 replacing older engine of same make. Split sternwheel driven by gear. Owned by Atlas Towing Co., Charleston, W. Va.

Attaboy

Motor towboat, wood hull, sternwheel. b. Pittsburgh, Pa., on river bank, 1923. 75 x 16 x 2.8. Caterpillar diesel 135 hp. installed 1949. Owned by T. J. Reynolds, Ft. Pleasant, W. Va.

Attu

Steam towboat, steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1943. One of 21 identical towboats built at various shipyards for inland river service during World War II, each of which is 180 x 52 x 11. Two four cylinder triple expansion engines, 16 x 26 x 32 x 32 with 24-inch stroke. Develop about 2000 hp. at 185 rpm. Four blade props 9 ft. dia. with 6 ft. 7 in. pitch. Steam provided by Foster-Wheeler "A" type generator, 275# at 100 deg. superheat. Bunker C fuel oil. All of these vessels were owned by Defense Plant Corporation and leased through Inland Waterways Corporation during the war period. The ATTU was operated by American Barge Line Co. In February, 1946, she was assigned to U. S. Engineer Corps, New Orleans, District. Took a tow up Red River to within 6 miles of Shreveport, La., in May, 1946. In Memphis District, U. S. E., 1950.

Audrey F.

Diesel tug, steel hull, single prop. b. Houston, Texas, 1939. 34.7 x 12.2 x 3.5. General Motors 165 hp. diesel installed May, 1947. In 1939 owned by R. A. Fenzl, and then by Henry F. Schrieber, Houston, Texas. Now owned by Port Arthur Towing Co., Port Arthur, Texas.

Audrey L.

Motor tug, steel hull, prop. b. Slidell, La., 1933. 43.5 x 12 x 5.5. 200 hp. Owned by A. Lacoste, Morganza, La.

Augustus B. Harris

Diesel hawser tug, wood hull, single prop. b. Morgan City, La., by E. Klonaris Shipyard, 1942. 61.2 x 19.7 x 6. Fairbanks-Morse engine 320 hp. Owned by Augustus B. Harris & Son, New Orleans, La.

Avalon

Steam excursion boat, steel hull, sternwheel. b. Pittsburgh, Pa., on bank

of the Allegheny River by James Rees & Sons Co., 1914. 157.5 x 36 x 5. Engines 16's-6½ ft. stroke, 400 hp. Return flue boilers, coal burner. Originally named IDLEWILD and owned by West Memphis Packet Co., and operated variously as a packet, excursion boat, and ferry. Bought by the New St. Louis and Calhoun Packet Corp. of Hardin, Ill., Feb. 1928 and since has run excursions and performed job contract towing. Sold in April, 1947, to J. Herod Gorsage, Peoria, Ill., who gave her the present name in February, 1948. The original name IDLEWILD was to honor the old side-wheeler of that name once owned by Memphis & Arkansas City Packet Co. in which the Rees family had ownership, built 1870 at Jeffersonville, and which delivered pilots to the ROBT. E. LEE during the celebrated race with NATCHEZ, 1870. This early boat got her name from the estate of poet N. P. Willis along the Hudson River, which was called "Idlewild." Name of the present vessel was changed to AVALON to grant the death-bed wish of Capt. Ben Winters who first worked on the sternwheel packet of that name. Operated by Steamer Avalon, Inc., Cincinnati, Ohio.

Avondale

Diesel hawser tug, steel hull, single prop. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding & Drydock Co., 1945. 86 x 23. Busch-Sulzer diesel 650 hp. Originally in U. S. Army Transportation Corps designated ST-880. Owned by Corps of Engineers, New Orleans, La.

Aztec

Diesel towboat, steel hull, triple props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1948. 118 x 38 x 11. Three Fairbanks-Morse Model 38, 10 cyl., 2 cycle, opposed-piston diesels each rated 1800 hp. develop over 3500 hp. Owned by Indian River Lines, Wilmington, Del.

B. D. Raike

Diesel towboat, wood hull, sternwheel. b. Pt. Pleasant, W. Va., 1925. 65 x 16 x 2.2. Caterpillar diesel 135 hp. placed January, 1946, replacing Bethlehem 120 hp. engine. Originally was a gas boat with 50 hp., and was rebuilt at Newell Cochran docks, Parkersburg, W. Va., 1942. Sunk near Lock 6, Allegheny River, April 11, 1950; raised. Owned by F. G. Valentine, Blawnox, Pa.

B. F. Fairless

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and finished at Coal Valley, Pa., marine ways, 1927. 147.7 x 33.4 x 6.1. Condensing engines 15's, 30's-7 ft. stroke. 750 hp. Four return flue boilers, new in 1946, burn coal. Originally named YOUGHIOGHENY and renamed in October, 1935. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

B. F. Jones, Jr.

Steam towboat, steel hull, sternwheel. b. Pittsburgh, Pa., on bank of the Allegheny River by Jas. Rees & Sons Co., 1908. 133 x 26 x 4.5. Condensing engines 12's, 24's-6 ft. stroke. Three return flue boilers burn coal. 450 hp. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa.

B. T. DeBardleben

Diesel hawser tug, steel hull, single prop. b. Madisonville, La., by Equitable Equipment Co., 1940. 75.8 x 23 x 8.5. National Superior 8 cyl. 12½ x 15 engines, 600 hp. Owned by Coyle Lines, Incorporated, New Orleans, La.

Barbara Haden

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1941. 60.4 x 17 x 6.9. Atlas diesel installed 1949 replacing older F-M. About 350 hp. Owned by W. D. Haden Co., Galveston, Texas.

Baron *Barlow Steam & Smith & Son, N.O.*

Diesel towboat, steel hull, single prop. b. Marseilles, Ill., 1929. 78.6 x 17.9 x 3.8. Fairbanks-Morse diesel, 120 hp. Owned by Powers-Thompson Construction Co., Joliet, Ill.

Barranca

Steam hawser tug, steel hull, single prop. b. Elizabeth, N. J., by Bethlehem Shipbuilding Corp., 1919. 150 x 27.7 x 13. Triple expansion engine, 17 x 25 x 43 with 30" stroke, 1250 hp. Owned by New Orleans Coal & Bisso Towboat Co., New Orleans, La.

Barty J. Tyson

Diesel hawser tug, wood hull, twin props. b. Benton Harbor, Mich., by Robinson Marine, 1947. 52 x 12.5. Gray Marine diesels total 450 hp. Owned by Freeport Sulphur Co., Port Sulphur, La.

Bastrop

Motor tender, wood hull, single prop. b. Cedar Bayou, Texas, 1908, by E. J. Spoilander. Hull and house rebuilt 1941 by Weaver Bros., Orange, Tex. 47 x 13'3½" x 4'9". Waukesha-Hesselman engine installed 1949. 145 hp. Owned by U. S. Engineer Corps, Mobile, Ala.

Baton Rouge

Steam towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1921. 200 x 40 x 10. Two engines, triple expansion, condensing, 15¾" x 26¼" x 44¾" by 26" stroke. Rated 1800 hp. at 140 rpm. Props 9'4" dia. Water tube boilers, oil burner. Owned by Inland Waterways Corp., St. Louis, Mo.

Bayou Belle

Diesel hawser tug, wood hull, single prop. b. Pascagoula, Miss., 1936. 58 x 17 x 5.8. Originally JOHN H. COLLE, later renamed M. A. CANULETTE owned by Canulette Towing Co. Cooper-Bessemer diesel 400 hp. Now owned by Jahncke Service Co. of New Orleans.

Bayou Boeuf

Diesel hawser tug, steel hull, single prop. b. Pittsburgh, Pa., 1878. 72.4 x 17.1 x 7. Enterprise 6 cyl. 12 x 15 diesel 600 hp. at 400 rpm. installed 1947, direct drive. This originally was a steam tug named MAUD WILMOT converted to diesel by Whiteman Bros., 1925 Present owner bought her from George W. Whiteman about 1946. Owned by Oil Transport Co., New Orleans, La.

Bayou Barataria Towboat
Bayou Plaquemine Tug

Bayou Lafourche

Diesel hawser tug, wood hull, single prop. b. New Orleans, La., 1910. 59.5 x 15.7 x 5.1. Rebuilt 1947. General Motors 6 cyl. $4\frac{1}{2}$ x 5 diesel 330 hp. at 1800 rpm. installed 1947, reduction gear. Originally named ELSIE, renamed 1949. Owned by Oil Transport Co., New Orleans, La.

Bayou Orleans

Diesel hawser tug, steel hull, twin props. 127 x 24 x 12. General Motors 12 cyl. $8\frac{1}{2}$ x 10 diesels total 1800 hp. at 740 rpm. Originally BOLIVAR. Owned by Oil Transport Co., New Orleans, La.

Bayou Teche

Diesel hawser tug, steel hull, single prop. b. Lorain, O., 1910. 64.9 x 16.3 x 7. Completely rebuilt 1943. General Motors 8 cyl. diesel 400 hp. at 300 rpm. installed March, 1950. Reduction ratio 3 to 1. Originally tug VIVA CLARE owned by Charles C. Smith Corp. Bought by present owner 1949 and renamed. Owned by Oil Transport Co., New Orleans, La.

Bayou

Bear

Diesel tender, steel hull, twin props. b. Gasconade, Mo., at U. S. Boatyard, 1948. 46 x 14'4" x 5'7 $\frac{1}{2}$ " overall. Gray Marine 6 cyl. $4\frac{1}{2}$ x 5 diesels provide total 165 hp. at 1900 rpm. Reduction gear ratio 2.04 to 1. Corps of Engineers, U. S. Army, St. Paul, Minn.

Beauregard

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1950. 56 x 15 x 6. General Motors (Detroit) diesels 270 hp. Kort Nozzle. Owned by Bull Towing Co., Joliet, Ill.

Beebe

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1941-42. 40 x 9 x 5. Mack diesel 130 hp. Sister vessel to the BOGUS, BLAKE, see. Owned by U. S. Engineer Corps, Rock Island, Ill.

Belfort

Diesel tug, wood hull, single prop. b. Olga, La., 1926. 49.2 x 13 x 4.6. General Motors diesel 165 hp. Owned by C. B. Davenport and operated by J. Ray McDermott & Co., Inc., Harvey, La.

Benwood

Diesel towboat, steel hull, split sternwheels. b. Neville Island, Pa., by Dravo Corporation, 1927. 125.9 x 26.6 x 6. Two Fairbanks-Morse engines total 480 hp. driving twin sternwheels independently. Originally owned by Wheeling Steel Corporation. Similar in design to JOS. SMITH, STEEL CITY, see. Sold to Zubik Towing Co., Pittsburgh, Pa., spring of 1945.

Bernard B. Walker

Diesel towboat, steel hull, twin props. b. Pascagoula, Miss., by F. B. Walker & Sons, Inc., 1950. 117 x 30 x 11.5. Fairbanks-Morse opposed

piston 10 cyl. diesels total 3200 hp. at 288 rpm. Reduction gear 2.5 to 1. Owned by River Towboats, Inc., Pascagoula, Miss.

Berryott

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1925. 73.3 x 16 x 4.3. Worthington 4 cyl. 10½ x 10½ diesel 180 hp. at 375 rpm. Originally owned by Stewart Sand & Material Co. and is reputed to be the first diesel boat to have operated on the Missouri River at Kansas City. Montrose Ferry, Keokuk, bought her August, 1946 and in 1947 she handled an excursion barge on Lake Keokuk. Sold to Illinois River parties in April, 1949, who resold her April, 1950, to the present owners, Reliable Towing Co., Pittsburgh, Pa.

Bertha

Motor tug, wood hull, single prop. b. Plaquemine, La., 1930. 47.9 x 12.7 x 5.5. Kahlcnberg diesel, 180 hp, installed 1939. Owned by N. G. Wright, Plaquemine, La.

Bertha II.

Steam hawser tug, wood hull, single prop. b. Galveston, Texas, 1918. 81.6 x 19.2 x 9.5. Morris engine 550 hp. Owned by D. M. Picton & Co., Port Arthur, Texas.

Bessemer

Diesel hawser tug, wood hull, single prop. b. Scranton, Miss., 1904; rebuilt Slidell, La., 1939. 80.7 x 18.7 x 7. Cooper-Bessemer 6 cyl. 10½ x 13½ diesel 300 hp. at 400 rpm. Originally named LEE KIMBALL, JR., then BOY, then PELICAN. General Lumber and Supply Co. owned her when rebuilt 1939, sold her to Gulf Coast Towing Co., Inc., in 1940. Owned by McBride Towing Co., Slidell, La.

Beth

Motor tug, wood hull, prop. b. 1926. 100 hp. Owned by Lewis Berwick, Port Arthur, Texas.

Betty Brent

Diesel towboat, steel hull, twin props. b. Greenville, Miss., 1949. 90 x 24 x 11.5. General Motors Model 12-278A diesels total 2400 hp. at 300 rpm. Reduction ratio 2½ to 1. Owned by Greenville Transportation Co., Greenville, Miss.

Betty H.

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1937. 63.3 x 17.9 x 8.4. Atlas diesel, 275 hp. Sister boat to the GEORGE HAMMAN, KEITH STERLING, MARY C. Owned by Edwards Transportation Co., Houston, Texas.

Betty I.

Diesel towboat, steel hull, prop. b. Decatur, Ala., 1938. 38.8 x 12 x 3.5. Caterpillar engine, 100 hp. Owned by Ingalls Shipbuilding Corp., Birmingham, Ala.

Betty M.

Diesel tug, wood hull, single prop. b. Lake Charles, La., 1929. 44 x

10.2 x 4. Atlas diesel 120 hp. Owned 1939 by Bass-Harless Lumber Co. and now owned by Louisiana Towing & Dredging Co., Lake Charles, La.

Betty M.

Diesel towboat, steel hull, single prop. b. Chicago, Ill., by Calumet Ship Yard and Dry Dock Co., 1939. 76.5 x 20 x 8. Superior engine 465 hp. at 400 rpm. Single deck, lowering pilothouse. Sister boat to the PATSY H. Named for wife of Capt. A. L. Mechling. Owned by A. L. Mechling Barge Line until sold to Ohio River Co., 1948.

Betty Pharr

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by owner, 1939. 66.1 x 16 x 8.4. Atlas Imperial 6 cyl. 10½ x 13 diesel 250 hp. at 350 rpm. installed 1948. Owned by Todd-Johnson Dry Docks, Inc., New Orleans, La.

Bettye

Diesel towboat, steel hull, sternwheel. b. Memphis, Tenn., 1926. 57.6 x 11.2 x 2.2. 120 hp. engine. Originally named F. H. SHEPARD and owned by I. L. Shepard of Dyersburg, Tenn. Sold to General Box Co. of Natchez and now owned by Natchez Veneer & Lumber Co., Natchez, Miss.

Beverly M.

Diesel hawser tug, wood hull, single prop. b. Jacksonville, Fla., 1943. 42.3 x 13.5 x 5.5. 200 hp. Owned by Gulf Atlantic Transportation Co., Jacksonville, Fla.

Big Bee

Diesel hawser tug, steel hull, twin props. b. Pascagoula, Miss., at Arnold V. Walker yard, 1946. 58 x 17 x 5'10". Two Atlas Imperial diesels, 6 cyl., total 240 hp. Owned by Miller & Company, Selma, Ala. and used on Warrior and Tombigbee rivers.

Bill Colle

Diesel hawser tug, steel hull, single prop. b. Camden, N. J., 1912. 59.2 x 20 x 7.2. Atlas Imperial 6 cyl., 4 cycle, 12½ x 15 diesel, 380 hp. Originally a steam tug named JOHN J. HOWLETT, later CLAREMONT. Owned by Colle Towing Co., Pascagoula, Miss. Rebuilt 1945.

Bill Tamble

Diesel towboat, wood hull, single prop. b. Memphis, Tenn., 1939. 72.5 x 10.8 x 3.6. Atlas-Imperial diesel 180 hp. at 325 rpm. Originally named TIGRESS. Owned by Warner and Tamble, Memphis, Tenn.

Bill Wolter

Diesel towboat, steel hull, twin props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Docks Co., 1949. 119 x 35 x 11. Fairbanks-Morse opposed piston diesels total about 3200 hp. Constructed from a former LSM. Operated by R. & W. Towing Co. in Lea River Lines, Wilmington, Del.

Billie B.

Motor tug, wood hull, single prop. b. New Orleans, La., 1938. 58.7 x 14.3 x 6. 150 hp. Owned by W. A. Bisso, New Orleans, La.

Billy C.

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by owner, 1942. 41 x 14.6 x 6.1. International UD18 engine 200 hp. Owned by Parker Bros. & Co., Houston, Texas.

Billy D.

Diesel towboat, wood hull, sternwheel. b. Paducah, Ky., 1937. Kahlenberg semi-diesel 36 hp. 56 x 15.9 x 1.9. Owned by Igert, Inc., Paducah, Ky. Sold to Clarence A. Grimm, Pittsburgh, Pa., March, 1948, and resold to Zubik Towing Co., Pittsburgh, Pa., the present owner.

Billie Ann

Motor tug, wood hull, single prop. b. Morgan City, La., 1929. 42 x 12.2 x 4. 135 hp. Owned by L. N. Boudreaux Estate, Morgan City, La.

Billy B. Lawton

Diesel hawser tug, steel hull, single prop. b. Orange, Tex., by Levings-ton Shipbuilding Corp., 1936. 60.8 x 17 x 8.5. Atlas Marine diesel, 6 cyl. 11½ x 15, 275 hp. Owned by W. T. Burton Co., Inc., Sulphur, La.

Billy Buck

Motor towboat, steel hull, single prop. b. Kansas City, Mo., 1931. 39.6 x 13.7 x 3.5. Continental gas engine, 6 cyl., 100 hp. Owned by Massman Construction Co., Kansas City, Mo.

Billy Hooten

Motor towboat, steel hull, single prop. b. Kansas City, Mo., 1931. 41 x 12.7 x 3.4. Mack Marine engine 100 hp. Owned by Massman Construction Co., Kansas City, Mo.

Billy Koch

Steam towboat, wood hull, sternwheel. b. Evansville, Ind., 1924. 112 x 24 x 4. Engines 15's-5 ft. stroke, 175 hp. New return flue boilers installed 1945 at Evansville by Acme Boiler Works Co. of Gallipolis, Ohio. Originally named WILLIAM EICHEL. Owned by Koch Sand and Gravel Co., Evansville, Ind.

Billy Peters

Diesel towboat, steel hull, sternwheel. b. Grafton, Ill., 1930. 80 x 19 x 4.1. Fairbanks-Morse engine 210 hp. Owned by Waterways Transportation, Inc., St. Louis, Mo. Sold to Charles Zubik, Pittsburgh, Pa., April, 1947, who sold her to H. L. Seabright Co., Wheeling, W. Va., 1948.

Billy Potts, Jr.

Diesel towboat, steel hull, prop. b. Brownsville, Pa., by Hillman Barge and Construction Co., 1950. 60 x 16 x 5.5. Murray and Tregurtha Harbormaster 200 hp. Owned by New Martinsville Ferry Co., Capt. W. F. Potts, New Martinsville, W. Va.

Bixby

Steam towboat, steel hull, sternwheel. b. Gasconade, Mo., 1929. 159 x 30 x 5. Engines 12's, 24's-6 ft. stroke built by Iowa Machine Works, 462 hp. at 20 rpm. One Foster-Wheeler water tube boiler, oil burner. Owned by U. S. Engineer Corps, Kansas City, Mo.

Black Mallard

Motor patrol boat, wood hull, prop. 58.5 x 14.6 x 4.3. 100 hp. Owned by Department of Conservation, State of Louisiana.

Black Onyx

Motor towboat, steel hull, twin props. Class 3-C Sea Mule. 38 x 13 x 6. Chrysler 8 cyl. engines total about 290 hp. Reduction gear 9 to 1. Hull was purchased and boat assembled by owner, 1950. Owned by Island Creek Fuel & Transportation Co., Huntington, W. Va.

Black Warrior

Diesel towboat, steel hull, twin props. b. Tuscaloosa, Ala., by owner, 1947. 72 x 20 x 7. Fairbanks-Morse diesels total 420 hp. installed 1949. Owned by Findlay Towing Co., Tuscaloosa, Ala.

Blair

Diesel towboat, steel hull. b. Gasconade, Mo., by U. S. Boatyard, 1948. Owned by U. S. Engineers, Omaha, Neb.

Blake

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1941-42. 40 x 9 x 5. Mack diesel 130 hp. Sister to the BOGUS, BEEBE, sec. Owned by U. S. Engineer Corps, Rock Island, Ill.

Blanche

Diesel towboat, steel hull, single prop. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1948. 42 x 13 x 5.5. Caterpillar marine diesel provides 135 hp. at 304 rpm. 2.96 to one reduction gear. Owned by Sangravl Company, Inc., Nashville, Tenn.

Blue Seal

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1941. 102.8 x 22.6 x 8. Cooper-Bessemer 8 cyl. 13 x 16 diesel 810 hp. at 450 rpm. Nashville tunnel design for the stern. Owned by Illinois Farm Supply Co., Kingston Mines, Ill.

Blue Wing

Diesel towboat, wood hull, sternwheel. b. Keokuk, Iowa, 1929. 64 x 15.4 x 2.5. Fairbanks-Morse engine, 120 hp. Owned by Keokuk Sand Co., Keokuk, Iowa.

Bluebonnet

Diesel buoy tender, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1939. 91'4" x 23'10" x 11'3". Cooper-Bessemer 6 cyl. 8 x 10½ diesels total 200 hp. at 400 rpm. U. S. Coast Guard, New Orleans, La.

Boaz

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Platzer Boat Works, 1943. 68.1 x 20.2 x 8.45. Atlas Imperial 6 cyl. diesel 400 hp., direct drive. Acquired by present owner by purchase from U.S.M.C., and formerly was designated ST 72. Owned by Sabine Transportation Co., Port Arthur, Texas.

Bob Denniston

Steam hawser tug, steel hull, single prop. b. Newburgh, N. Y., 1901. 72.4 x 20.7 x 9.7. Engine 225 hp. Originally named NEW YORK CENTRAL NO. 1, then IONIAN; owned 1946 by Martug Towing Co., Philadelphia, Pa. Bought 1947 by George W. Whiteman, Gretna, La. and given present name. Capt. Whiteman bought her from U. S. Maritime Commission at San Juan, Puerto Rico, brought her to New Orleans under her own steam.

Bob Francis

Diesel hawser tug, wood hull, single prop. b. Galveston, Texas, 1941. 60.3 x 16.4 x 6.5. Fairbanks-Morse diesel 320 hp. Sold to Canulette Shipbuilding Co., Slidell, La., in 1947. Sold March 31, 1949, to Northon and Barry, who operate as Star Towing Co., New Orleans, La.

Bob S.

Diesel towboat, wood hull, sternwheel. b. Marietta, Ohio, 1924. 55 x 12 x 2.5. Originally powered with a Reid oil engine, then a 50 hp. diesel. In 1947 she received a 110 hp. General Motors diesel during a rebuilding program. Owned by Ohio River Sand and Gravel Corporation, New Martinsville, W. Va.

Bobbin

Diesel towboat, steel hull, twin props. Sea Mule type, two General Motors diesels total 450 hp., installed at Greenville, Miss., 1947. Owned by Choctaw Transportation Co., Clarendon, Ark.

Bobby

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1947. 40 x 11 x 4. Mack-Lanova 6 cyl. 4½ x 6 diesel 100 hp. at 1500 rpm. Reduction gear 3 to 1. Owned by Massman Construction Co., Kansas City, Mo.

Bogus

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1941-42. 40 x 9 x 5. Mack diesel 130 hp. Sister vessel to the BLAKE, BEEBE, see. Owned by U. S. Engineer Corps, Rock Island, Ill.

Bonner B.

Diesel hawser tug, steel hull, twin props. b. Houston, Texas, 1940. 41.6 x 13.4 x 3.6. International diesels total 200 hp. Owned by Harry V. Baker & Co., Houston, Texas. Sank in Intracoastal Canal about 100 ft. east of Freeport, Tex., harbor, January, 1948, raised.

Bonnie Bawn

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1936. 40.5 x 10 x 3.7. 100 hp. engine. Owned by Bilhorn, Bowers & Peters, Clayton, Mo.

Bonny

Diesel hawser tug, wood hull, single prop. b. Cedar Bayou, Texas, 1913. 46 x 13.8 x 3. Cummins diesel 150 hp. Owned by Humble Oil & Refining Co., Houston, Texas.

Bonny R.

Diesel towboat, steel hull, single prop. b. Mill Dale, Ill., 1939. 59.9 x 16 x 6.4. Superior diesel 260 hp. Originally owned by A. L. Mechling Barge Line and sold January, 1948, to Calion Lumber Co., Calion, Ark.

Boone No. 7

Diesel ferry, steel hull, sidewheel. b. Covington, Ky., 1937. 64.8 x 23.1 x 4.3. Cummins diesel-electric. Originally a steam ferry, converted in 1947. Owned by Henry Kottmyer and operated at Anderson's Ferry, O.

Boswell

Steam hawser tug, iron hull, single prop. b. Camden, N. J., by J. H. Dialogue & Son, 1890. 125 x 25 x 14.7. Triple expansion engine, 15½" x 24" x 40" by 28" stroke. 1000 hp. Water tube boiler, oil burner. Originally named N and W 2. Owned by Inland Waterways Corp., St. Louis, Mo. Sold to W. A. Bisso, New Orleans, La., in 1947.

Boyd

Diesel hawser tug, wood hull, prop. b. Cedar Bayou, Texas, 1929. 49 x 13.2 x 5.5. Atlas Imperial engine, 120 hp. Owned by John M. Kilgore, Goose Creek, Texas.

Breton

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levings-ton Shipbuilding Co., 1942. 74'8" x 20'3". Atlas Imperial diesel 400 hp. Originally named MAJOR H. C. C. ZIMMERMAN. Owned by Corps of Engineers, New Orleans, La.

Bruce Walker

Diesel towboat, steel hull, triple props. b. Pascagoula, Miss., by Arnold V. Walker Shipyard, 1950. 80 x 22 x 8.5. General Motors (Detroit) 12 cyl. diesels total 970 hp. at 308 rpm. Reduction gear 6 to 1. Retractable pilothouse. Owned by Arnold V. Walker Shipyard, Pascagoula, Miss.

Buckeye

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1945. 145 x 27 x 11.9. Cooper-Bessemer 6 cyl. 13 x 16 diesels total 760 hp. at 310 rpm. Kort nozzles. Sister vessel to KEYSTONE (see). Owned by Keystone Division, Dravo Corporation, Pittsburgh, Pa.

Buckridge

Diesel tender, steel hull, twin props. b. St. Louis by St. Louis Shipbuilding & Steel Co., 1935. 52'6" x 14'0" x 4'6". Twin Fairbanks-Morse diesels, 5½" bore, 7½" stroke, total 200 hp. at 800 rpm. Owned by U. S. Engineer Corps, New Orleans, La., until transferred 1950 to Vicksburg Dist., U.S.E.

Buddy McDow

Diesel hawser tug, steel hull, twin props. b. Houston, Texas, by Parker Bros. & Co., Inc., 1947. 44.1 x 14.5 x 6.1. International engines total 250 hp. Owned by W. D. Haden Co., Galveston, Texas.

Buffalo

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1943 (completely rebuilt and enlarged 1950). 45.2 x 14.8 x 6.1. Fairbanks-Morse Model 35 E diesel 180 hp. Rebuilding done at owner's own yard. Owned by J. S. Gissel & Company, Houston, Texas.

Bull Calf

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1939. 88 x 21.5 x 7.5. General Motors diesel, 12 cyl., 2 cycle, 750 hp. Airflex rubber clutch. Owned by Canal Barge Company, Inc., New Orleans, La.

Bullfrog

Diesel towboat, steel hull, triple props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1941. 76 x 24 x 6. Three National Superior engines total 960 hp. Owned by Lea River Lines, Wilmington, Del.

Burgundy

Diesel hawser tug, wood hull, single prop. Former Gov't vessel. 64 x 16.9 x 7. General Motors diesels total 330 hp. Owned by Henry D. Champagne, Harvey, La.

C. S. 1

Motor towboat, wood hull, single prop. b. Pittsburgh, Pa., by R. C. Price, 1919. 56.2 x 14 x 5. Buffalo gas engine 150 hp. Owned by Carnegie-Illinois Steel Corp. until sold 1950 to Brown Towing Co., Inc., Pittsburgh, Pa.

C. S. 3

Diesel towboat, steel hull, twin props. b. Clairton, Pa., at Coal Valley marine ways, 1925. 64 x 16.3 x 5.6. 150 hp. Kahlenberg engines. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

C. I. S. 4

Diesel towboat, steel hull, prop. b. Mantowoc or Two Rivers, Wis., 1940, and brought to Pittsburgh by rail. 42.5 x 11.9 x 5. 110 hp. engine. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

C. I. S. 5

Diesel towboat, steel hull, single prop. b. Cape Girardeau, Mo., by

Eddie Erlbacher, 1937. 76.2 x 15.3 x 4.5. 350 hp. engine. Originally named OWASSA. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

C. I. S. 6

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1948. 70 x 18 x 9. Fairbanks-Morse diesel 350 hp. electric drive. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

C. A. Grimm

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., by Clarence A. Grimm, 1942. Fairbanks-Morse diesel 150 hp. 72 x 18 x 4. Sold by builder upon completion to Coal City Towing Co., who resold her 1949 to Roy J. Burr who operates at Reliable Towing Co., Pittsburgh, Pa.

C. C. Slider

Steam towboat, steel hull, sternwheel. b. Midland, Pa., by Midland Barge Co., 1928. 145 x 32 x 5.5. Engines 14's, 28's-7 ft. stroke, non-condensing, by Marietta Mfg. Co. Four return flue boilers in two batteries, coal burner. 578 hp. Owned by E. T. Slider Inc., Louisville, Ky.

C. F. DeBardleben

Diesel hawser tug, steel hull, single prop. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1897. 115 x 22 x 8.5. Fairbanks-Morse diesel, 735 hp. Originally was a steam tug named HENRY C. HAARSTICK, later WHITE WATER, was rebuilt and converted in 1928. Owned by Coyle Lines Incorporated, New Orleans, La.

CG-65303-D

Diesel tender, steel hull, twin props. b. Dubuque, Iowa, by the Dubuque Boat and Boiler Company, 1946. 65 x 17 x 6.2. Superior diesels, total 320 hp. at 1,200 rpm. Owned by the U. S. Coast Guard, St. Louis, Mo.

CG-65304-D

Diesel tender, steel hull, twin props. b. Dubuque, Iowa, by the Dubuque Boat and Boiler Company, 1946. For description, see CG-65303-D. Owned by the U.S.C.G., St. Louis, Mo.

CG-65306-D

Diesel tender, steel hull, twin props. b. Dubuque, Iowa, by the Dubuque Boat and Boiler Company, 1946. For description, see CG-65303-D. Owned by the U.S.C.G., St. Louis, Mo.

C. H. Austin

Diesel hawser tug, wood hull, single prop. b. Lake Charles, La., 1932. 54.1 x 13.5 x 5.7. Cooper-Bessemer 6 cyl. 8½ x 12 diesel 170 hp. at 350 rpm. Owned by Lake Charles Towing Co., Lake Charles, La.

C. J. Hall

Diesel passenger vessel, wood hull, prop. b. St. Joseph, Mich., 1938. 49.5 x 11.8 x 3. 320 hp. Originally named PALEOCENE. Owned by Freeport Sulphur Co., New Orleans, La.

C. K. Seaman, Jr.

Diesel hawser tug, steel hull, twin props. b. Port Arthur, Texas, by Gulfport Shipbuilding & Drydock Corp., 1947. 64 x 16 x 8. General Motors diesels total 330 hp. Owned by Harms Marine Service, Inc., Orange, Texas.

C. W. Talbot

Steam towboat, steel hull, sternwheel. b. Midland, Pa., by Midland Barge Co., 1929. 151 x 34.7 x 6. Condensing engines, 15's, 30's-7 ft. stroke, 750 hp. Four return flue boilers burn coal. Paddlewheel 19'4" dia. by 23 ft. long, working 13 buckets of 40" dip. Owned by Union Barge Line Corp., Pittsburgh, Pa.

Cadet

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1940. 58.9 x 16.1 x 7. Enterprise marine diesel Model DGM-6, 400 hp. at 350 rpm. Originally named ROBIN-E (first of the name) owned by Texas Towing. They sold her to Sabine Transportation Co., Port Arthur, Texas, 1946, and she was given present name.

Caillouet

Diesel tender, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1935. 53'2½" x 14'6" x 4'6". Two General Motors 6 cyl. 4 cycle solid injection diesels total 330 hp. at 2000 rpm. These replace twin F-M diesels 200 hp. This vessel is a sister boat to the WAILES, see. Owned by Corps of Engineers, Vicksburg, Miss.

Cairo

Steam towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1921. 200 x 40 x 10. Two triple expansion engines, 15½" x 26¼" by 26" stroke, 1800 hp. at 140 rpm. Props 9'4" dia. Water tube boilers, oil burners. Commanded by Capt. George Karnath, broke a record by arriving in St. Paul, Minn., on March 19, 1947, the earliest spring arrival there since GREY EAGLE arrived March 25, 1858, Owned by Inland Waterways Corp., St. Louis, Mo.

Calumet

Diesel towboat, steel hull, single prop. b. Chicago, Ill., by Calumet Shipyard and Dry Dock Co., 1948. 103 x 26 x 9. Atlas turbo-charged 6 cyl. diesel 850 hp. Direct drive. Owned by Central Barge Co., Chicago, Ill.

Camilla H.

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1942. 102.9 x 22.6 x 8. Cooper-Bessemer JS-8 diesel 800 hp. at 450 rpm. Originally named KENWOOD then owned by Kosmos Towing Co. who sold her 1944 to present owner who renamed

her WHAYNE H. and who again renamed her 1949. Owned by Walter G. Hougland Sons, Paducah, Ky.

Cape Zephyr

Diesel towboat, steel hull, triple props. b. Paducah, Ky., by Roberts Towing Co., 1946-47. 115 x 32 x 9.5. Cooper-Bessemer 8 cyl. 13 x 16 diesels total 2430 hp. at 450 rpm. Originally named FRED W. OLCOTT and operated by Roberts Towing Co., this being the second vessel to bear the name; first one b. 1941 and now named STEVE CLICK, see. Sold, October, 1947, and named changed by new owner, Streett Towing Co., St. Louis, Mo.

Cap'n. Bob

Motor patrol boat, wood hull, prop. b. Houma, La., 1942. 54.1 x 17.5 x 5.5 290 hp. Owned by Louisiana Land & Exploration Co., Houma, La.

Cap'n Howder

Diesel towboat, steel hull, twin props. b. Brownsville, Pa., by Hillman Barge & Construction Co., 1950. 115 x 28 x 8.5. General Motors 6 cyl. 8 $\frac{3}{4}$ x 10 $\frac{1}{2}$ diesels total 800 hp. at 310 rpm. Reduction gear 2 to 1. Named to honor Capt. John L. Howder long associated with Hillman interests and veteran towboat captain-pilot. Owned by Hillman Transportation Co., Pittsburgh, Pa.

Captain Bud

Steam hawser tug, steel hull, single prop. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1898. 124.5 x 20.2 x 9.3. Compound engines, 22 x 30 with 30" stroke. Three boilers, 598 hp. Originally named WILLIAM J. KAVANAUGH. Owned by New Orleans Coal and Bisso Towboat Co., New Orleans, La.

Captain Andrew

Diesel tug, wood hull, prop. b. Port Lavaca, Texas, 1938. 37.7 x 12.8 x 4.9. 70 hp. Owned by Bauer-Smith Dredging Co., Port Lavaca, Texas.

Capt. Chris Harms

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by Gulfport Shipbuilding & Dry Dock Co., 1947. 102 x 24 x 10.5 General Motors diesel-electric drive, 1250 hp. Owned by Harms Marine Service, Inc., Orange, Texas.

Capt. Frank

Motor tug, wood hull, prop. b. Port Lavaca, Texas, 1929. 35.6 x 10.8 x 4.5. 125 hp. Owned by Bauer Smith Dredging Co., Port Lavaca, Texas.

Capt. George

Motor tug, steel hull, single prop. b. Port Lavaca, Texas, 1942. 49.1 x 13.6 x 5.5 General Motors (Detroit) engine 330 hp. Was owned by Bauer Smith Dredging Co. until sold 1947 to Baton Rouge Coal and Towing Co., Baton Rouge, La.

Capt. George

Diesel hawser tug (with towing knees), steel hull, single prop. b. Houston, Texas by Bludworth Shipyard, Inc., 1949. 55 x 18 x 6.5. Buda 8 cyl. 6 $\frac{3}{4}$ x 8 $\frac{3}{4}$ diesel 320 hp. at 450 rpm. Reduction gear 2 to 1. Owned by Geo. Bacon Towing Service, Houston, Texas.

Capt. Grace

Motor tug, steel hull, prop. b. 1940. 30 x 9 x 3.5. 110 hp. Owned by Bauer Smith Dredging Co., Port Lavaca, Texas.

Captain Haden

Diesel hawser tug, steel hull, single prop. b. Porth Arthur, Texas, by Gulfport Boiler and Welding Works, 1938. 64.1 x 17.9 x 7.3. Atlas Imperial engine, 275 hp. Duplicate of the PICTO, see. Owned by W. D. Haden Co., Galveston, Texas.

Capt. Jackson

Diesel tug, wood hull, single prop. b. Golden Meadow, La., 1949. 50 x 15 x 6. Meco diesel 145 hp. used with 3:1 reduction gear. Owned by Jackson Griffin, Golden Meadow, La.

Captain Mack

Diesel hawser tug, single prop. Originally U.S. tug LT. COL. HERMANN C. SCHUMM, 400 hp. Bought by Mack Lipscomb Towing Co., Mobile, Ala., in June, 1947.

Captain Niday

Diesel hawser tug, steel hull, single prop. b. Houston, Texas by Bludworth Shipyards, 1950. 60 x 17 x 7. Cooper-Bessemer 8 cyl. diesel 400 hp. at 400 rpm. Owned by Horton & Horton, Houston, Texas.

Captain Pete

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., 1944. 63.3 x 17.1 x 8.1. Fairbanks-Morse 400 hp. engine placed at Alexander Shipyards, New Orleans, 1947, replacing 240 hp. engine. Owned by Hyer Towing Co., Pensacola, Fla.

Carmichael

Diesel hawser tug, steel hull, single prop. b. Pascagoula, Miss., by F. B. Walker & Sons, 1944. 69 x 17.5 x 7.8. Fairbanks-Morse engine, 2 cycle, Model 35, 320 hp. at 400 rpm. Prop 60" dia. by 70" pitch. Owned by Charles C. Smith & Co., Houston, Texas.

Carole Ann

Motor tug, wood hull, prop. b. Morris Heights, N. J., 1917, rebuilt 1941. 48.4 x 11 x 5. 121 hp. Owned 1939 by Deep Sea Fishing, sold to Henry G. Dalehite Boat Service Co., Galveston, Texas, and again sold, 1946 to Capt. W. E. Holt, Galveston, Texas.

Carolyn II

Motor tug, wood hull, twin screw. b. Jacksonville, Fla. by Huckins Yacht Corp., 1948. 40.7 x 12.1. Chrysler 8 cyl. gas engines total 286 hp. Owned by Louisiana Land and Exploration Co., Houma, La.

Cartasca

Motor towboat, steel hull, triple props. b. (hull) by Cargill, Inc., Savage, Minn., and completed at Dingle Boat Works, St. Paul, Minn., 1944. 40.2 x 30.9 x 8. Six General Motors (Detroit) diesels drive three Murray and Tregurtha Harbormasters totalling 900 hp. She tows an integrated barge tow with overall length of about 600 feet. Originally had four units of Chrysler Sea Mules, hence four props, and sank at Savage, Minn., in December 1945, was raised, and repowered in 1947. Owned by Cargo Carriers, Inc., an affiliate of Cargill, Inc. of Minneapolis, Minn.

Casablanca

Steam towboat, steel hull, twin props. b. St. Louis, Mo. by St. Louis Shipbuilding and Steel Co., 1944. For details of construction see ATTU. Originally owned by Defense Plant Corp. and chartered to present owner who purchased the boat in June 1946. Owned by American Barge Line Co., Louisville, Ky.

Casey B.

Diesel towboat, steel hull, single prop. b. Chicago, Ill., 1935. 44.8 x 11.3 x 3. General Motors diesel 165 hp. at 1850 rpm. Owned by Kansas City Bridge Co., Kansas City, Mo.

Castle

Diesel towboat, steel hull, twin props. b. Gasconade, Mo., at U. S. Boatyard, July, 1948. 45 x 14'4" x 5'7". Gray 6 cyl. diesels total 330 hp. Reduction gear. Owned by U. S. Engineer Corps, Huntington, W. Va.

Celeste

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1942. 117.3 x 30.1 x 8.7. Cooper-Bessemer Model JS-8 diesels total 1620 hp. at 450 rpm. Boat named for Mrs. Celeste Rockenback. Owned by Southern States Barge Line, Inc., St. Louis, Mo.

Central

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Shipyard and Dry Dock Co., 1950. 140 x 35 x 10. Enterprise 8 cyl. 16 x 20 diesels total 3000 hp. at 290 rpm. Direct drive. Owned by Central Barge Co., Chicago, Ill.

Central

Diesel towboat, steel hull, single prop. b. by owner, 1935. 32.8 x 8.5 x 4. Buda 6 cyl, diesel 132 hp. Owned by Kelly Sand Co., Burlington, Iowa.

Chalmette

Diesel towboat, steel hull, twin props. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1915. 105 x 25 x 5. Waukesha diesels total 434 hp. Originally a sternwheel steam vessel owned by U. S. Engineer Corps, converted by present owner, Baton Rouge Coal and Towing Co., Baton Rouge, La.

Champion Coal

Steam towboat, iron hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation and completed at Elizabeth, Pa. marine ways, 1935. 145.9 x 34 x 6.1. Condensing engines 15's, 30's-7 ft. stroke, 800 hp. Foster-Wheeler steam generators, stoker fired coal burner, induced draft. Designed by T. R. Tarn. Owned by Pittsburgh Coal Co., Pittsburgh, Pa.

Charles C. Smith

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1944. 75.3 x 19 x 8.9. Cooper-Bessemer 8 cyl. 13 x 16 diesel 810 hp. at 450 rpm. Owned by Charles C. Smith & Co., Houston, Texas.

Charles Dorrance

Steam towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1936. 171.5 x 34.6 x 7.2. Condensing engines 16's, 32's-8 ft. stroke, 1000 hp. Five return flue boilers, coal burner, automatic stokers. Originally named JOHN W. HUBBARD and owned by Campbell Transportation Co. until absorbed by Mississippi Valley Barge Line Co. who sold the boat to present owner in the fall of 1947. Renamed in September 1950. Owned by The Ohio River Co., Cincinnati, Ohio.

Charles E.

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1944. 40 x 11 x 3. Mack Mariner engine, 100 hp. Owned by Roberts Construction Co., Burlington, Wis.

Charles E. Brown

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by Gulfport Boiler & Welding Works, Inc., 1940. 65.5 x 18 x 9.2. Atlas Imperial 6 cyl. diesel 400 hp. Owned by Higman Towing Co., Orange, Texas.

Charles Folsom

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1938. 59'9" x 14' x 5'9". Superior 8 cyl. 8½ x 10½ diesel 300 hp. at 450 rpm. installed 1948. Sister vessel to ALBERT ROWSE (see). Owned by U. S. Engineer Corps, Kansas City, Mo.

Charles H. West

Steam snagboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville, Tenn., by Nashville Bridge Co., 1934. 195 x 38 x 7.6. Compound engines with 1.p. aft, 14's, 28's-6 ft. stroke built by Iowa Machine Works. Foster Wheeler boilers (2) 250#, 65 deg. superheat. Sternwheel 19' dia. by 22'6" wide, 14 buckets, 30" dip. 550 hp. at 20 rpm. Named for Charles H. West of Greenville, Miss., long a member of the Mississippi River Commission, who died 1933. Owned by U. S. Engineer Corps, Vicksburg, Miss.

Charles L. Hogan

Diesel hawser tug, steel hull, single prop. Fairbanks-Morse diesel 690 hp. Owned by Lone Star Cement Corporation, New Orleans, La.

Charles Norvell

Diesel towboat, steel hull, twin props. b. Carondelet, Mo., 1882. 96.5 x 21.2 x 8. Kahlenberg 6 cyl. 12½ x 14 diesel 600 hp. at 300 rpm. Direct drive. Originally U. S. Engineer Dept. towboat ITASCA, bought by present owner and converted 1942. Owned by Patton-Tully Transportation Co., Memphis, Tenn. Note: Original CHARLES NORVELL was a steam towboat originally U.S.E. towboat WM. R. KING dismantled at Memphis Oct. 1936.

Charles R. Cox

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co., and completed at Coal Valley, Pa. marine ways, 1922. 147.5 x 33.4 x 5.2. Condensing engines, 15's, 30's-7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Originally named WM. G. CLYDE and as such exploded a boiler March 4, 1936. Rebuilt, renamed JAMES E. LOSE. Again renamed in summer 1948. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

Charles R. Hook

Steam towboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1922. 133.9 x 32 x 5. High pressure condensing engines, 18's-7 ft. stroke, 800 hp. Babcock & Wilcox water tube boilers placed at Marietta Mfg. Co., 1947. Originally named DESTREHAN owned by Pan American Petroleum Co. who sold her, May, 1941, to present ownership. Owned by Armco Steel Corporation, Middletown, Ohio.

Charles R. Stevenson

Diesel towboat, steel hull, triple props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1943. 160 x 38 x 10. Fairbanks-Morse 7 cyl. 14 x 17 diesels total 2415 hp. at 300 rpm. Originally named SOHIOAN and owned by Sohio Petroleum Co. who placed Kort nozzles at St. Louis Ship in May 1946. Sold to present owner in May 1950 and renamed in September 1950. Owned by The Ohio River Co., Cincinnati, Ohio.

Charles Richard

Diesel hawser tug, wood hull, prop. b. Orange, Texas, 1925. 49.3 x 12.6 x 6. 120 hp. Owned by W. T. Burton Co., Inc., Sulphur, La.

Chas. W. Snider

Diesel towboat, steel hull, triple props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1942. 114 x 30 x 7. Cooper-Bessemer 6 cyl. 13 x 16 diesels total 1575 hp. at 400 rpm. Designed by A. M. Deering. Owned by Pure Oil Co., Marine Division, Chicago, Ill.

Charles Z. Crain

Diesel tug, steel hull, single prop. b. New Orleans, La., by Avondale Marine Ways, 1946. 65 x 18 x 8. General Motors 6 cyl. diesel 165 hp. at 350 rpm. Reduction gear 4.5 to 1. Owned by Russell Wolf & Co., Inc., Harvey, La.

Charles Z. Jr.

Diesel towboat, steel hull, split sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1923. 90 x 23.2 x 3.6. Fairbanks-Morse 300 hp. engine. Originally named W. C. KELLY and had pitman drive to a 200 hp. F-M engine then owned by W. C. Kelly Barge Line, later in American Barge Line Co. In late 1935 sank near Eddyville, Cumberland River, was raised. Earl Webster of Pittsburgh acquired her, sold her to West Penn Sand & Gravel Co., Rochester, Pa., who renamed her FLAVIA and placed the present engine in her. Present owner bought the boat in December, 1944, renamed her CHARLES Z. JR. in April, 1945. Owned by Charles Zubik, Pittsburgh, Pa.

Che-Mon

Diesel towboat, wood hull, sternwheel. b. 1921 at Point Marion, Pa., for the McClain Sand Co. 57.9 x 14.5 x 2.2. Buda engine, 60 hp. Originally named TOGO. Renamed CHE-MON in 1943 to honor Cheat and Monongahela rivers. Presently operating under charter to Ohio Valley Sand Co., New Martinsville, W. Va. and owned by McClain Sand Co., Point Marion, Pa.

Cherokee

Diesel towboat, steel hull, single prop. b. Cape Girardeau, Mo., by Bob Erlbacher, 1945. 64.5 x 18 x 7. National Superior diesel, 8 cyl., 9" bore x 12" stroke delivers 370 hp. at 600 rpm. Prop 50" dia. by 38" pitch. Owned by Missouri Barge Line, Cape Girardeau, Mo.

Cherokee

Diesel towboat, steel hull, twin props. b. Ambridge, Pa., by American Bridge Co. and completed at Chickasaw, Ala., 1949. 126 x 25 x 10.1. American Locomotive Co. 6 cyl. 12½ x 13 diesels total 1200 hp. at 500 rpm. Reduction gears. Owned by Warrior & Gulf Navigation Co., Chickasaw, Ala.

Cherokee

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1939. 49.3 x 12 x 3.4. Waukesha-Hesselman marine oil engine, Defender model, 190 hp. Dynamic electric transmission. Owned by Sternberg Dredging Co., St. Louis, Mo.

Cherrystone

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1949. General Motors diesels total 1800 hp. Owned by the River Company, New Orleans, La.

Chestnut

Diesel dredge tender, steel hull, single prop. b. New Orleans, La., by Calmes Engineering Co., 1948. 46'1" x 12'5" x 5'3". Buda 8 cyl. diesel. Corps of Engineers, Memphis, Tenn.

Chicago Bridge

Diesel towboat, steel hull, single prop. b. Chicago, Ill., by Calumet Shipyard and Dry Dock Co., 1940. 85 x 21 x 8.3. Fairbanks-Morse

engine, 600 hp. Lowering pilothouse for Illinois River service. Owned by John I. Hay Co., Chicago, Ill.

Chickasaw

Diesel towboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville Bridge Co., 1926. 111 x 29.4 x 5.6. Worthington diesel 400 hp. Originally built for stock, named NASHVILLE B. and renamed when sold to Warrior & Gulf Navigation Co., Chickasaw, Ala. They sold her about 1948 to Triangle Towing Co., Maysville, Ky.

Chickasaw

Steam survey boat, steel hull, twin screw. b. Pensacola, Fla., 1908, by U. S. Navy Yard. 106'8" x 19'8" x 9'11". Engines condensing, 12's, 20's by 12" stroke, 160 hp. each. One Scotch marine boiler, water back, 160 p. s. i., oil fired. Owned by U. S. Engineer Corps, Mobile, Ala., until sold at public sale 1950 to Sherman & Sons, Panama City, Fla.

Chickasaw

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1929. 140 x 25 x 8. General Motor diesels total 1200 hp. installed 1948. Originally a steam towboat named DWIGHT F. DAVIS owned by Inland Waterways Corp. and sold to present owner 1947 who converted her to diesel at that time and renamed her 1949. Owned by Warrior & Gulf Navigation Co., Chickasaw, Ala.

Chief Powhatan

Diesel towboat, steel hull, sternwheel. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1927. 80.1 x 22.6 x 2.7. 120 hp. Originally named CHARLOTTE, owned by builder; in 1928 worked on Missouri River, later did general towing and harbor work and sold to present owner in May, 1950; renamed in August, 1950. Owned by Powhatan Mining Co., Powhatan, Ohio.

Chilli Simpson

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1945. 112 x 28 x 9. Cooper-Bessemer 8 cyl. 13 x 16 diesels total 2220 hp. at 400 rpm. Named for H. G. Simpson and owned by Simpson Towing Co., Charleston, Mo.

Choctaw

Diesel towboat, steel hull, twin props. b. Ambridge, Pa., by American Bridge Co. (hull) and completed by owner, 1950. 140 x 25 x 10'2". American Locomotive Co. 6 cyl. 12½ x 13 diesels total 1800 hp. at 220 rpm. Reduction ratio 2.5 to 1. Owned by Warrior & Gulf Navigation Co., Chickasaw, Ala.

Chris Greene

Steam freight packet, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works and completed at Pt. Pleasant, W. Va. in 1925. 189.2 x 42 x 6.2. Engines 16's-6 ft. stroke from former packet TACOMA, 500 hp. Four return flue boilers, coal burner. Originally had

a passenger cabin which was removed several years ago and the second deck converted for automobile carrying. Owned by Greene Line Steamers, Inc., Cincinnati, Ohio.

Christopher

Diesel ferry, wood hull, sidewheel. b. Red House, W. Va., 1938. 64.8 x 20 x 2.8. Electric drive from 40 hp. engine. Owned by Stephen D. Leach, Red House, W. Va.

Cindy

Diesel hawser tug, wood hull, prop. b. Galveston, Tex., 1941. 61.1 x 17.6 x 7.5. 240 hp. Owned by G. B. Transporters, Houston, Texas.

City of Baton Rouge

Steam ferry, catamaran steel hull, center paddlewheel. b. Jeffersonville, Ind., by Howard Shap Yard and Dock Co., 1916. 115.2 x 28 x 7.2. Engines 12's-5 ft. stroke, one boiler. Carries 500 passengers and 21 automobiles. 325 hp. Owned by Baton Rouge Transportation Co., Baton Rouge, La.

City of Pittsburgh

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and finished at Coal Valley, Pa. marine ways, 1926. 168.8 x 38.9 x 6.5. Condensing engines 18's, 36's-8.6 ft. stroke, 1400 hp. Five return flue boilers, coal burner. Paddlewheel 26½ ft. dia. by 24 ft. 16 buckets with 38" dip. Owned by Ohio Barge Line, Inc., Pittsburgh, Pa. Under charter to Standard Oil Co. of La., she made five trips to Nashville, Tenn., with gasoline barges in 1935, perhaps the largest towboat ever there.

Claire

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., 1930. 79.7 x 18.8 x 4. Fairbanks-Morse engine, 250 hp. Named for daughter of Mr. and Mrs. Phil Kussart. Owned by Monongahela & Ohio Dredging Co., Pittsburgh, Pa.

Claire G.

Diesel hawser tug, wood hull, single prop. b. Philadelphia, Pa., 1918. 62.5 x 15 x 7.7. 180 hp. Formerly named J. T. SHERIDAN. Owned by Gulf Atlantic Transportation Co., Jacksonville, Fla.

Clairton

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and finished at Coal Valley, Pa., marine ways, 1919. 147.5 x 33.4 x 5.2. Condensing engines 15's, 30's-7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Once turned over on her side in collision with tow of steamer ALLEGHENY near Donora, Pa., Feb. 6, 1941, righted and returned to service. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

Clarence H. Brown

Diesel hawser tug having Cooper-Bessemer 6 cyl 15½ x 22 diesel 525 hp. Owned by Brown & McCollum, Houston, Texas.

Claribel

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Lester F. Alexander Co., 1942. 80 x 20 x 8.6. Atlas Imperial diesel 440 hp. Originally named SOUTHWIND, then YTM-243. Bought by present owner summer 1947 and renamed. This is the second tug to bear name CLARIBEL; first burned and sank near Brazos floodgates, October, 1947, owned by Charles G. Leverette. New tug is owned by Jahncke Service, Inc., New Orleans, La.

Clark C. Cenac

Diesel tug, wood hull, single prop. b. Moss Point, Miss., 1896. 48.6 x 12.2 x 5.5. Atlas Imperial diesel, 120 hp. Owned by Cenac Towing Co., Houma, La.

Claud Hamill

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Lester F. Alexander Shipyard, 1943. 85 x 24 x 10. General Motors diesel 750 hp. Originally DPC 77, named JIM BROWN by River Terminals Corp. and given present name January, 1950, by firm which succeeded River Terminals as of June, 1948. Owned by Dixie Carriers, Inc., Houston, Texas.

Claude L. Printz

Diesel towboat, steel hull, sternwheel. b. Grafton, Ill., 1931. 86 x 20 x 4.4. Fairbanks-Morse engine, 210 hp. Originally named CITY OF MONROE and ran Ouachita River barge service. River Terminals Corp. renamed her CARIOLA in Sept., 1938, continued her in this service. Sold in late 1943 to present owner, Coal City Towing Co., Pittsburgh, Pa. and renamed CLAUDE L. PRINTZ.

Clay S. Hosmer

Motor towboat, steel hull, twin props. b. 1945. 46.5 x 14 x 8. General Motors diesels 230 hp. at 1850 rpm. Owned by Kansas City Bridge Co., Kansas City, Mo.

Clem Beatty

Motor towboat, steel hull, twin props. b. Huntington, W. Va., by E. C. Coughenour Boiler Works Co., 1945-46. 65 x 16 x 3.5. Caterpillar diesels installed 1950. Originally named SHARON, owned by builder, and replaced earlier vessel of same name which was lost Jan. 29, 1946. Sold to Portsmouth Sand and Gravel Co., Portsmouth, Ohio, in 1947, and resold to present owner, Capt. J. L. Beatty, Cincinnati, Ohio, who renamed her.

Clematis

Diesel buoy tender, steel hull, twin props. b. Blair, Neb., by Petersen & Haecker, Ltd., 1944. 73'6" x 18'10" x 6'10". Buda 6 cyl. diesels, 4½" bore, 5½" stroke, 150 hp. Owned by U. S. Coast Guard, New Orleans, La.

Clint W.

Diesel hawser tug, steel hull, prop. b. 1942. 60.4 x 16.6 x 7.1. Superior

diesel 400 hp. Owned by Southport Transit Co., Texas City, Tex. Sold, 1947, to Alabama Transit Co., Birmingham, Ala.

Clipper

Diesel towboat, steel hull, sternwheel. b. Nashville, Tenn., 1924. 98 x 20 x 4.5. General Motors engine 350 hp. Originally named JOHN C. IRWIN owned by U. S. Engineer Corps, Nashville, Tenn. and sold at public sale to Charles Zubik, Pittsburgh, in Sept., 1944. Formerly had 150 hp. Winton engine which was removed spring of 1946 and present engine placed. Crain Bros., Pittsburgh, Pa., who have owned the boat since spring of 1945, renamed her, January, 1946.

Clovelly

Motor bulk freight vessel, wood hull, prop. b. 1926 at Golden Meadow, La. 47.9 x 11.5 x 3.4. 140 hp. Owned by Charles Levy, Lafitte, La.

Clydesdale

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1939. 55 x 15.7 x 6.7. Superior 9 x 12 diesel 350 hp. Originally named MARION TRAVIS, owned by Cornelius Kroll & Co. Sold, 1947, to E. G. Lotz, Houston, Texas.

Coal City

Diesel towboat, wood hull, sternwheel. b. Parkersburg, W. Va., 1935, by Earl Webster. 82 x 18.2 x 3.7. Cooper-Bessemer 6 cyl. 8½ x 12 diesel 170 hp. at 350 rpm. Earl Webster sold the boat to Capt. Thomas L. Campbell who started the Coal City Towing Co. (see) with her. Again sold, March, 1944, to present owner, McClain Sand Co., Point Marion, Pa.

Codrington

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1945. 110 x 26 x 7. General Motors engine, 12 cyl. engine, 1200 hp. Built for General Motors Corp. and named for the vice president of the firm, George Codrington. Owned by Canal Barge Co., Inc., New Orleans, La.

Coiner

Diesel towboat, wrought iron hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1935. 176 x 38 x 8.5. Fairbanks-Morse 5 cyl. 16 x 20 diesels placed 1950 develop 2000 hp. at 300 rpm. 84" props. This boat sprang to fame when somebody wrote The Waterways Journal she could make a complete stop from full headway in a distance of 60 feet, and a verbal battle raged many weeks on the subject. Owned by the U. S. Engineer Corps, Memphis, Tenn.

Cole

Motor launch, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1945. Gray Marine diesels total 320 hp. Hull 42 x 12 x 5. Owned by Corps of Engineers, U. S. Army, Kansas City, Mo.

Col. Nelson Morris

Diesel towboat, steel hull, twin props. b. Memphis, Tenn., by Southern Tank and Boiler Works, 1934. 73.8 x 21.3 x 5.2. Gray Marine diesels total 480 hp. Present engines placed 1948. Originally owned by National Box Co., then United States Gypsum Co. and purchased by present owner in Sept., 1947, the Coal City Towing Co., Pittsburgh, Pa.

Commander

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by owner, 1944. 53 x 17 x 7. Fairbanks-Morse diesel 200 hp. Owned by Lester F. Alexander Co., Inc., New Orleans, La.

Commercial Clipper

Diesel towboat, steel hull, triple props. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1947. 175 x 35 x 9.5. General Motors engines total 1,980 hp. Owned by Commercial Barge Lines, Inc., Evansville, Ind.

Commercial Courier

Diesel towboat, steel hull, twin props. b. Wilmington, Del., by Dravo Corporation, 1944. 201 x 34.5 x 7'7". Fairbanks-Morse 10 cyl. 8½ x 10 diesels provide 3000 hp. at 700 rpm. Direct drive. Originally LSM 221, converted for river towing at St. Louis Shipbuilding & Steel Co., 1949. Owned by Commercial Barge Lines, Inc., Evansville, Ind.

Commercial Dispatch

Diesel towboat, steel hull, twin props. b. Wilmington, Del., by Dravo Corporation, 1944. 201 x 34.5 x 7'7". Fairbanks-Morse 10 cyl. 8½ x 10 diesels provide 3000 hp. at 700 rpm. Direct drive. Originally LSM 220, converted for river towing at St. Louis Shipbuilding & Steel Co., 1949. Owned by Commercial Barge Lines, Inc., Evansville, Ind.

Commercial Dixie

Diesel towboat, steel hull, twin props. b. Seattle, Wash., by Puget Sound Bridge & Dredging Co., 1943. 176 x 33 x 14. Cooper-Bessemer 8 cyl. 10½ x 13½ diesels total 1800 hp. at 750 rpm. Reduction gear 2 to 1 ratio. Originally named FIXITY and was Navy minesweeper AM 235. Converted to river towing at Paducah Marine Ways, 1949. Owned by Commercial Barge Lines, Inc., Evansville, Ind.

Commercial Express

Diesel towboat, steel hull, triple props. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1947. 175 x 35 x 9.5. Fairbanks-Morse 10 cyl. 8½ x 10 diesels total 3000 hp. at 600 rpm. placed March, 1950. Owned by Commercial Barge Lines, Inc., Evansville, Ind.

Commercial Ohioan

Diesel towboat, steel hull, twin props. b. Savannah, Ga., 1944, as Navy Minesweeper AM 245 and converted to river towing at Paducah Marine Ways in January, 1950. 176 x 33 x 14. Cooper-Bessemer 6 cyl. 10½ x 13½ diesels total 1800 hp. at 375 rpm. Reduction gears ratio 2 to 1. As Minesweeper her name was INCESSANT. Owned by Commercial Barge Lines, Inc., Evansville, Ind.

Commercial Tennesseean

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1943. 121 x 23 x 6. National Superior diesels total 800 hp. Hull, etc. from former steam towboat TALLULAH b. 1922. Originally named WALTER F. CAREY, renamed COMMERCIAL DIXIE in 1949, and again renamed later the same year. Owned by Commercial Barge Lines, Inc., Evansville, Ind.

Concordia

Diesel towboat, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1936. General Motors 6 cyl. $4\frac{1}{2}$ x 5 diesels total 330 hp. at 1800 rpm. installed 1949. Two to one reduction gear. Corps of Engineers, New Orleans, La.

Cone Johnson

Diesel-electric ferry, steel hull, prop at each end. b. Galveston, Texas, by Todd Shipyards, 1950. 185 x 45.1 x 13. Cooper-Bessemer 6 cyl. $15\frac{1}{2}$ x 22 diesel 865 hp. at 450 rpm. G. E. propulsion. Farrel Birmingham reduction gear. Designed by Eads Johnson and duplicate of the R. S. STERLING (see). Owned by Texas Highway Dept., Houston, Texas.

Conjero

Motor tug, wood hull, prop. Rebuilt 1936. 36 x 12 x 5. General Motors Model 6-71 diesel, 165 hp. Owned by Harms Marine Service, Orange, Texas.

Connie

Diesel hawser tug, steel hull, single prop. b. Morgan City, La., 1949. 51 x 16 x 5. Murphy Marine 130 hp. diesel; reduction gear. Owned by McWilliams Dredging Co., New Orleans, La.

Coon

Diesel tender, steel hull, twin props. b. Gasconade, Mo., at U. S. Boatyard, 1948. 46 x 14'4" x 5'7 $\frac{1}{2}$ " overall. Gray Marine 6 cyl. $4\frac{1}{4}$ x 5 diesels provide 165 hp. at 1900 rpm. Reduction gear ratio 2.04 to 1. Corps of Engineers, U. S. Army, St. Paul, Minn.

Cop-R-Loy

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1929. 73 x 20 x 3.7. Engines 10's-3 ft. stroke formerly on towboat W. L. SMITH, 90 hp. One boiler, return flue type, coal burner. Owned originally by Wheeling Steel Corporation, and transferred to Portsmouth Steel Corporation in July, 1946. This firm changed management and since January 1, 1950, owner is Detroit Steel Corporation, Portsmouth, O.

Cora L.

Motor towboat, twin prop. b. 1947. Red Wing engines total 180 hp. Owned by E. J. Platte Fisheries, Inc., Vicksburg, Miss.

Coral Sea

Steam towboat, steel hull, twin props. b. Savage, Minn., by Cargill, Inc. and completed at Pidgeon-Thomas Iron Works Co., Memphis, Tenn.,

1943. For details of construction see ATTU. Chartered to Sohio Corporation. Owned by Defense Plant Corp., Washington, D. C. Turned back in October, 1945, and sold to Inland Waterways Corp., St. Louis, Mo., March, 1947.

Cordova

Steam towboat, steel hull, twin props. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1920. 140 x 24 x 8. Triple expansion condensing engines 10 $\frac{1}{4}$ " x 17" x 27" by 18" stroke. 800 hp. at 200 rpm. Props 6'3" dia. Owned by Inland Waterways Corp., St. Louis, Mo.

Cormorant

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Alexander Shipyard, 1949. 86 x 21.8 x 10.6. 640 hp. diesel (probably G-M). Owned by Louisiana Materials Co., New Orleans, La., until transferred in 1949 to Stevens & Co., New Orleans, La.

Cornell

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1945. 176 x 36 x 10. National Superior 8 cyl. 14 $\frac{1}{2}$ x 20 diesels (supercharged) total 2800 push hp. at 275 rpm. Sister vessel to LEHIGH (see). Owned by Union Barge Line Corporation, Pittsburgh, Pa.

Corregidor

Steam towboat, steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1943. For details of construction see ATTU. Chartered to American Barge Line Co., Louisville, Ky. Owned by Defense Plant Corp., Washington, D. C. Turned back to owner, October, 1945. Assigned to the Memphis District, U. S. Engineer Corps, February, 1946. Whistle from towboat CHISCA placed on her, 1947.

Corinne

Diesel tug, steel hull, twin props. b. Houston, Texas, by Platzer Boat Works, 1949. 54 x 17.5. International 6 cyl. 5 $\frac{3}{4}$ x 7 diesels total 1400 hp. at 350 rpm. Reduction gear 3 to 1. Owned by John Young Co., Inc., Houston, Texas.

Corsair

Diesel towboat, steel hull, twin props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1940. 65 x 24. National Superior 8 cyl. diesels total 640 hp. at 720 rpm. Originally named FROG owned by Lea River Lines; sold to Wheeling Steel Corp. June, 1945 and renamed WHEELING in Sept., 1945. Sold to present owner June, 1949 and given present name in Sept., 1949. Owned by Coal City Towing Co., Pittsburgh, Pa.

Corten

Diesel tug, steel hull, single prop. b. Chickasaw, Ala., by owner, 1938. 31.8 x 9.8 x 6.1. General Motors 6-71 diesel 200 hp. at 795 rpm. with reduction ratio 1.5 to 1 installed fall of 1950. Owned by Warrior & Gulf Navigation Co., Chickasaw, Ala.

Courtney H.

Diesel towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1930. 85 x 22 x 4.3. Fairbanks-Morse engine 480 hp. Originally named HELEN H. and had a 240 hp. F-M diesel. Burned 1942 at Davenport, Iowa, was rebuilt and renamed at Koppers Marine Ways, Paducah, 1943. Hull was lengthened 14 feet in this program and new steel superstructure placed. Owned by Walter G. Houghland Sons, Paducah, Ky. Sold in 1948 to Cumberland River Sand Co., Nashville, Tenn.

Coyle

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levings-ton Shipbuilding Co., 1939. 75.7 x 22 x 9.4. Cooper-Bessemer 8 cyl. 12 x 15 diesel 550 hp. at 400 rpm. Owned by Coyle Lines, Incorporated, New Orleans, La.

Crescent

Steam towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1937. 141.9 x 32.1 x 6.7. Engines 14's, 28's-7 ft. stroke, 617 hp., made by James Rees & Sons Co. Four return flue boilers, coal burner. Owned by Pittsburgh Coal Co., Pittsburgh, Pa., until sold to J. K. Davison & Bro., Pittsburgh, Pa., December, 1947.

Crescent

Diesel-electric ferry, steel hull, twin props. b. Slidell, La., by Canulette Shipbuilding Co., 1942-43. 149 x 54 x 8, with over all width of 66 ft. Cooper-Bessemer 6 cyl. 13 x 16 diesels total 1000 hp. at 400 rpm. Allowed 800 passengers and 75 automobiles. Designed by Eads Johnson of N. Y. Owned by Algiers Public Service Co., New Orleans, La.

Crescent Cities

Diesel hawser tug, steel hull, single prop. b. Madisonville, La., by Equitable Equipment Co., 1944. 86'5" x 23 x 10'4". Enterprise diesel 700 hp. Originally an Army tug designated ST-708. Bought by Lake Tankers Corporation in June, 1946, renamed.

Criterion

Diesel towboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1928. 64.7 x 18 x 3.3. Hercules diesel 300 hp. placed 1947 replacing Fairbanks-Morse 100 hp. Frank W. Paden, Sardis, Ohio, had the boat when new, sold her to Woods Bros. Construction Co. on Missouri River. In 1943, after a period of inactivity, boat was bought by Charles Ciconett, Louisville, Ky. and he sold her to Clarence A. Grimm, Pittsburgh, Pa., in January, 1945. Sold through Earl Cooper of Parkersburg, W. Va., to Mead Corporation, Chillicothe, Ohio, August, 1948.

Crown

Diesel hawser tug, steel hull, single prop. b. Morgan City, La., 1943. 51.6 x 17.2 x 6. Wolverine diesel 200 hp. direct reversing. Owned by McWilliams Dredging Co., New Orleans, La.

Crown Central

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levings-

ton Shipbuilding Co., 1942. 68.9 x 20.1 x 8. 400 hp. Atlas Marine engine. Owned by Crown Central Petroleum Co., Houston, Texas.

Cypress

Diesel towboat, steel hull, single prop. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1934. 55'8" x 13' x 5'6". Buda diesel, 165 hp. Owned by U. S. Engineer Corps, Memphis, Tenn.

DDK

Diesel towboat, steel hull, single prop. b. Winona, Minn., by Winona Boiler Works, 1945. 42.5 x 11.3 x 4. Fairbanks-Morse 8 cyl. Model 36 engine, 120 hp. at 900 rpm. Owned by A. Kertzman Dredging Co., Winona, Minn.

D. Gautreaux

Motor passenger ferry, wood hull, prop. b. St. Joseph, Mo., 1941. 49.5 x 11.8 x 3. 330 hp. Owned by Freeport Sulphur Co., New Orleans, La.

D. A. Little

Diesel hawser tug, steel hull, twin props. b. Beaumont, Texas, by Samuelson Shipyard, Inc., 1946. 105 x 20 x 11. Two Buda diesels total 375 hp. Owned by Magnolia Petroleum Co., Dallas, Texas.

D. L. Gilland

Diesel towboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1928. 60 x 18 x 4.2. Caterpillar 8 cyl. 5¾ x 8 diesel 270 hp. at 900 rpm. placed in 1946. 1.96 to 1 Twin Disc reverse. Originally named BULL DOG and chartered by builder to Ohio River Sand & Gravel Corp. Sold then to Pure Oil Co. who gave her present name and took her to Warrior River, Ala. Sister vessel to CRITERION, see. Sold to H. A. Gipson, Memphis, Nov. 5, 1946; again to Melvin L. King, Vicksburg, June 26, 1948, and in 1949 bought by Patton-Tully Transportation Co., Memphis, Tenn. Sold, November, 1949, to McGhee Lumber Co., Natchez, Miss.

D. R. Weller

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and completed at Coal Valley, Pa., marine ways, 1926. 170.7 x 38.8 x 6.8. Over all length 200.1 feet. Condensing engines 18's, 36's-8.6 ft. stroke (stroke reduced 2 inches lately), 1400 hp. Five return flue boilers burn fuel oil. Originally named CITY OF PITTSBURGH owned by Carnegie Steel Co. and sold new to Standard Oil of La. who renamed her. They sold her 1949 to Marine Salvage & Equipment Co. who sold her to present owner, George W. Whiteman, Gretna, La.

D. W. Wisherd

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1931. 145 x 30 x 4.9. Engines 18's-7 ft. stroke, 600 hp. Four return flue boilers, coal burner. Originally named LORETTA HOWARD, later renamed DOROTHY McBRIDE. Capt. D. W. Wisherd bought the boat in the fall of 1933, renamed her for himself, sold her several years later to Campbell Transportation Co., Pittsburgh. When this firm was absorbed by the Mississippi Valley

Barge Line the D. W. WISHERD went along in the deal. They, in turn, sold her to Capt. R. C. Lucas on Oct. 1, 1945. Automatic stokers installed 1947. Sold, 1948, to Island Creek Fuel & Transportation Co., Huntington, W. Va.

Daisy

Diesel hawser tug, steel hull, single prop. b. Morgan City, La., 1948. 30 x 11 x 3. General Motors diesel 115 hp. Reduction gear. Owned by McWilliams Dredging Co., New Orleans, La.

Daisy McDermott

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Lester F. Alexander Co., 1942. 63.3 x 17.1 x 8.1. Atlas Imperial diesel 220 hp. Originally SOUTHWIND owned by Harry Allsman, sold and renamed by present owner in 1950. Owned by J. Ray McDermott & Co., Inc., Harvey, La.

Dan E. Sullivan

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1930. 56 x 14.2 x 6.3. Worthington diesel, 120 hp. Originally named MARGARET J. and had F-M diesel 120 hp. Owned by Pure Oil Co., Marine Division, Chicago, Ill.

Dan Quinn

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1941. 100 x 24 x 8.5. General Motors 8 cyl. 8 $\frac{3}{4}$ x 10 $\frac{1}{2}$ diesels total 1600 hp. at 750 rpm. Falk reduction gear. Present engines placed in May, 1949. Owned by Patton-Tully Transportation Co., Memphis, Tenn. Note: This is second vessel of the name: first was steam sternwheel b. 1897 originally CHAS. H. ORGAN, dismantled 1933.

Danny D.

Diesel towboat, steel hull, single prop. b. New Orleans, La., by owner, 1949. 40 x 10.5 x 4. Meco diesel 145 hp. Owned by Donahoe Bros. Towing Co., New Orleans, La.

Danny G.

Diesel hawser tug, single prop. b. Houston, Texas, by Platzer Boat Works, 1941. 65.5 x 18 x 8.5. Atlas Imperial engine, 400 hp. Owned by G. B. Zigler Co., Jennings, La.

Dart

Diesel tug, wood hull, prop. b. Milford, Del., 1926. 50.4 x 12 x 5.1. 260 hp. Originally named WALTER T. WEAVER, then VICTORY. Rebuilt in 1942. Owned by C. J. Dick Towing Co., Houston, Texas, who gave vessel the present name in 1946. *Burned in intercoastal canal 20 mi East of N.O. Jan. 7-1951*

Dauntless

Diesel tug-towboat, steel hull, single prop. b. Houston, Texas, by Parker Bros. Shipyard, 1946. Superior supercharged diesel, 1320 hp. Equipped with backing rudders. Owned by C. J. Dick Towing Co., Houston, Texas.

David

Diesel tug, wood hull, single prop. b. Mt. Vernon, Ala., 1923. 47.7 x 10.6 x 4.6. Meco diesel installed 1949 145 hp. at 1200 rpm. Owned by Mobile River Sawmill Co., Mt. Vernon, Ala.

David

Diesel hawser tug, steel hull, single prop. b. Wilmington, Del., by Pusey & Jones, 1908. 92 x 19 x 9. Cooper-Bessemer 8 cyl. 13 x 16 diesel 700 hp. at 425 rpm. installed 1949 in complete rebuilding program at Calmes Engineering Co. for present owner. Owned by A. P. Ward & Son, Inc., Pensacola, Fla.

David G. Bates

Diesel tender, steel hull, single prop. 42 x 12 x 3. Superior 6 cyl. 4 cycle diesel, 126 hp. at 1285 rpm. Duplicate of the JOHN SMITH HARRIS and JOSEPH THROCKMORTON, see. Owned by U. S. Engineer Corps, St. Paul, Minn.

Davies

David Lee Towboat
Diesel survey boat, steel hull, single prop. b. New Albany, Ind., by Charles Hegewald Corp., 1936. 45 x 12 x 4'6" (moulded). Buda diesel, 150 hp. at 1500 rpm. Owned by U. S. Engineer Corps, Louisville, Ky.

Davy Crockett

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1948. 98.1 x 28.1 x 9.9. Enterprise 8 cyl. 16 x 20 diesel 1700 hp. at 360 rpm., supercharged. Sister vessel to MERIWETHER LEWIS, SAMUEL CLEMENS, STEPHEN FOSTER, WILLIAM CLARK, SAM HOUSTON. Owned by Butcher-Arthur Inc. until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Dawn

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., 1931. 51.1 x 15 x 2.7. 100 hp. engine. Originally owned by Enterprise Contracting Co., Pittsburgh, and had a gas engine. Present owner repowered the boat. Owned by Earl Jones Transportation Co., Zanesville, Ohio.

Dawn

Diesel hawser tug, steel hull, single prop. b. 1943. 75 x 18.5 x 7.6. Superior diesel, 8 cyl. 12 x 16½, 650 hp. This tug went in service March 1, 1944. Owned by C. J. Dick Towing Co., Houston, Texas.

Defense

Diesel hawser tug, wood hull, single prop. b. Chauvin, La., 1941. 50 x 14.4 x 7. 120 hp. Owned by Mrs. Milka Pellegrin, Houma, La.

Del Commune

Diesel towboat, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1937. 160 x 36 x 8. Two Fairbanks-Morse 6 cyl. 2 cycle, solid injection diesels total 1030 hp. at 250 rpm. Named for Charles L. Del Commune, a civil engineer with the U. S. Engineer

office at St. Louis 44 years who died March 28, 1936. Currently in the U. S. Engineer fleet, Louisville, Ky.

DeLaHunt

Diesel tug, steel hull, single prop. b. Houston, Texas, by Platzer Boat Works, 1942. Atlas Imperial diesel, Model 6HM2124, 13 x 16, 400 hp. at 300 rpm. Acquired by Corps of Engineers, U. S. Army, Memphis, Tenn., in 1947.

Delta

Diesel hawser tug, wood hull, single prop. b. Pascagoula, Miss., by Walker Bros., 1937. 51 x 15.4 x 5.4. Atlas 6 cyl. diesel 160 hp. at 320 rpm. Owned by Freeport Sulphur Co., Port Sulphur, La.

Delta Queen

Steam tourist vessel, steel hull, sternwheel. b. Stockton, Calif., 1926. 250 x 58 x 11.5. Cross-compound condensing engines, 26's, 52½'s-10 ft. stroke. Two water tube boilers burn Bunker C fuel oil. Brought from Antioch, Calif., to New Orleans via Panama Canal in 1947 and rebuilt at Dravo marine ways, Neville Island, Pa., that fall and winter. Currently in tourist service for her owner, Greene Line Steamers, Inc., Cincinnati, O.

Deluge

Steam hawser fire tug, steel hull, single prop. b. New Orleans, La., by Johnson Iron Works, 1923. 125.7 x 29 x 12.5. Compound engine, 20½ x 46 with 28" stroke. Two B & W boilers, oil burner. 1300 hp. Owned by Port of New Orleans, New Orleans, La.

Demopolis

Steam towboat, steel hull, twin props. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1920. 140 x 24 x 8. Triple expansion condensing engines, 10½" x 17" x 27" by 18" stroke. 800 hp. at 200 rpm. Props 6'3" dia. Water tube boilers, oil burner. One of the exploits of this boat, widely heralded at the time, was when she knocked down the Southern Railroad bridge at Demopolis, Ala., Dec. 22, 1932, in a flood. Owned by Inland Waterways Corp., St. Louis, Mo.

Denison

Steam snagboat, steel hull, sternwheel. b. Dubuque, Iowa, 1915. 136 x 32 x 4.5. Engines 12's-5 ft. stroke made by Gillett, Eaton & Squires, 250 hp. Three return flue boilers, coal burner. Operated on Warrior-Tombigbee rivers. Owned by U. S. Engineer Corps, Mobile, Ala.

Denver

Diesel hawser tug, wood hull, single prop. b. Pascagoula, Miss., by Walker Bros., 1933. 50.2 x 15.1 x 4.6. Atlas 6 cyl. diesel 200 hp. at 320 rpm. Originally owned by Morovich Bros. and Barbier, New Orleans, and sold to present owner 1949. Owned by Freeport Sulphur Co., Port Sulphur, La.

Diesel

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo

Corporation, 1926. Completed at Sardis, O., by Clyde Paden and J. C. Williamson. 73.6 x 16 x 4. Fairbanks-Morse engine, 150 hp. Originally had 100 hp. F-M diesel which was removed. Present owner bought the boat from the builders in May, 1939. Owned by Monongahela & Ohio Dredging Co., Pittsburgh, Pa.

Dispatch

Diesel tug, steel hull, single prop. b. Ferrysburg, Mich., 1901. 75.6 x 16.2 x 8. Fairbanks-Morse 450 hp. engine. Originally named H. EWIG, later COL. N. L. HOWARD, then HELEN H. UPHAM. Completely rebuilt 1942; owned by C. J. Dick Towing Co., Houston, Texas.

Dixie

Diesel tug-towboat, steel hull, single prop. b. Houston, Texas, by Parker Bros. Shipyard, 1946. Superior supercharged diesel, 1320 hp. Backing rudders. Owned by C. J. Dick Towing Co., Houston, Texas.

Dixie

Diesel hawser tug, wood hull, single prop. b. Scranton, Miss., 1907. 53.4 x 14 x 7. Atlas diesel, 200 hp. Owned by Hyer Towing Co., Pensacola, Fla.

Dixie

Diesel hawser tug, wood hull, single prop. b. Pascagoula, Miss., by Walker Bros., 1937. 54 x 16 x 3.8. Atlas 6 cyl. diesel 250 hp. at 350 rpm. Originally owned by Morovich Bros. and Barbier, New Orleans and sold 1949 to present owner. Owned by Freeport Sulphur Co., Port Sulphur, La.

Dixie

Diesel towboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville Bridge Co., 1937. 76.5 x 18.8 x 4. Fairbanks-Morse diesel 210 hp. installed at Wheeling, 1948. Originally owned by Frank W. Paden, Sardis, O., who sold her to present owner, Standard Sand & Gravel Co., Wheeling, W. Va.

Doc Finley

Motor towboat, steel hull, single prop. b. Butler, Ark., 1940. 38.9 x 11.7 x 3. Caterpillar engine 70 hp. Owned by Lee Wilson Co., Wilson, Ark., until 1950, when sold to Elliott Sartain & Co., Osceola, Ark.

Dr. E. W. Brown

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Co., 1941. 80 x 24.1 x 8. Cooper-Bessemer 8 cyl. 13 x 16 diesel, 730 hp. at 400 rpm. Owned by Higman Towing Co., Orange, Texas.

Dogwood

Diesel cutter (tender class), steel hull, twin prop. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1941. 113'9" x 26' x 5'2". Two Fairbanks-Morse 5 cyl. engines total 400 hp. at 400 rpm. This boat came out new with about half this power, was re-engined at Gasconade, Mo., 1944. Owned by U. S. Coast Guard, St. Louis, Mo.

Don M. Peebles

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Shipyard and Dry Dock Co., 1946. 60 x 18 x 6. Superior 5 cyl. engines, 9 x 12, total 430 hp. at 600 rpm. Owned by Construction Aggregates Corp., Chicago, Ill.

Donald B.

Diesel towboat, steel hull, sternwheel. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1923. 79.6 x 18 x 3.5. Fairbanks-Morse engine 100 hp. Originally named STANDARD and had a gas engine, was owned by Ohio Standard Oil but sold when they bought the SOHIO (see KESTREL). Owned by Ray Brookbank, Higgensport, Ohio,

Donald S.

Diesel hawser tug, wood hull, single prop. b. Bon Secour, Ala., 1941. 58.1 x 15.7 x 7.7. Cooper-Bessemer 8 cyl. 10½ x 13½ diesel 400 hp. at 400 rpm. Owned by Simms Bros. Towing Co., Mobile, Ala.

Donald T. Wright

Diesel towboat, wood hull, single prop. b. on bank of Allegheny River, Pittsburgh, Pa., 1949. 58 x 18 x 5.8. National Superior diesel 200 hp. Named to honor Capt. Donald T. Wright, owner-editor of The Waterways Journal. Built and owned by Clarence A. Grimm, Pittsburgh, Pa.

Donald Zubik

Diesel towboat, wood hull, sternwheel. b. Naker, Ky., 1934. 89.2 x 22 x 3.8. Fairbanks-Morse engine, 240 hp. Originally was a steam towboat named BETSARA of the Frazier-Davis Construction Co., St. Louis. After a long repose in Alton Slough she was bought by John F. Klein and sold to Zubik Towing Co., Pittsburgh, Pa., who converted her to diesel in 1942.

Donna Lee

Diesel towboat, steel hull, single prop. b. Chicago, Ill., by Calumet Ship Yard and Dry Dock Co., 1941. 100 x 26.5 x 6. General Motors (Cleveland) diesel 1700 hp. installed at New Orleans 1947, replacing C-B diesel 810 hp. Horstman patent rudders. Owned by A. L. Mechling Barge Lines, Joliet, Ill.

Donna Mae

Diesel excursion boat, wood hull, twin props. b. Lake City, Minn., 1931, rebuilt 1934. 64.8 x 24.5 x 5. Two Fairbanks-Morse diesels each 35 hp. drive props located almost amidships in tunnels built in hull sides. Boat designed and built by E. W. Holstrum, Lake City, Minn., who is owner-master. Double deck and allowed 225 passengers. Operates out of Minneapolis and St. Paul in summer and on lower river in off-season.

Donnie S.

Diesel hawser tug, single prop. Washington diesel 150 hp. Owned by The Texas Company, Houston, Texas.

Donora

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1924. 140 x 32 x 6. Condensing engines, 14's, 28's-7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Built for the American Steel & Wire Co., Pittsburgh, Pa., she was operated by this firm until it was absorbed by Carnegie-Illinois Steel Corp., which now is her owner.

Doris

Diesel towboat, wood hull. b. 1927. 37.5 x 9 x 3. 200 hp. Owned by Columbia Sand & Towing Co., Rocheport, Mo.

Doris D.

Diesel towboat, wood hull, single prop. b. Patterson, La., 1921. 64.6 x 19.4 x 2.5. Oil engine 60 hp. Owned by Red River Barge Line, Plaquemine, La.

Doris Dean

Diesel towboat, steel hull, single prop. b. Plaquemine, La., 1941-42. 75 x 17 x 6.2. Fairbanks-Morse 8 cyl. Model 35 F-10-M engine, 320 hp. at 400 rpm. Owned by Red River Barge Line, Plaquemine, La.

Dorothy

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1923. 69.2 x 16 x 3.7. General Motors diesel 165 hp. placed fall of 1946. Originally used by Dravo, then sold to Iron City Sand & Gravel Co. Now owned by Ohio River Sand & Gravel Corp., Parkersburg, W. Va.

Dorothy

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1936. 70.1 x 19.3 x 6. Cooper-Bessemer 6 cyl. 11½ x 15 diesel 375 hp. at 350 rpm. Owned by Cumberland River Sand Co., Nashville, Tenn.

Dorothy T.

Diesel towboat, wood hull, sternwheel. b. Paducah, Ky., 1923. 55.6 x 14 x 2.4. Wolverine diesel, 70 hp. Owned by Missouri Valley Bridge & Iron Co., 1941, and sold to E. E. Thomas, Paducah, Ky. Owned now by McKee Button Co., Muscatine, Iowa.

Dottie Dee

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levingston Shipbuilding Corp., 1942. 68.9 x 20.1 x 7.5. Atlas diesel 400 hp. River Terminals Corp. owned her until sold in 1946 to present owner, Gulf Atlantic Transportation Co., Jacksonville, Fla.

Douglas Haden

Diesel hawser tug, steel hull, twin props. b. Houston, Texas, by Parker Bros. & Co., Inc., 1946. 41.2 x 14.5 x 6.1. International engines total 200 hp. Owned by W. D. Haden Co., Galveston, Texas.

Dowco

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1941.

45.2 x 14.1 x 5.5. 260 hp. Formerly owned by Wade Towing Co., then Harold F. Clooney Towing Co. which became Lake Charles Towing Co., Inc., Lake Charles, La., in May, 1948. Note: Again sold, new owner undetermined, 1949.

Dravo 42

Diesel towboat, steel hull, single prop. b. Neville Island, Pa., by Dravo Corporation, 1937. 86.9 x 21.1 x 7.6. Nelseco 350 hp. diesel, 393 push hp. Kort nozzle. Owned by Union Barge Line Corporation, Pittsburgh, Pa.

Dravo 43

Diesel towboat, steel hull, single prop. b. Neville Island, Pa., by Dravo Corporation, 1939. 45 x 11 x 5'9". Waukesha-Hesselman marine oil engine, 1000 rpm. with 2:1 reduction gear, 150 hp. Kort nozzle. Built so it may be loaded on a flat car and shipped by rail. Shipping height, clear, 10½ ft. Owned by Dravo Corporation, Contracting Division, Pittsburgh, Pa.

Dravo 44

Diesel towboat, steel hull, single prop. Exact duplicate of DRAVO 43, see. Owned by Dravo Corporation, Contracting Division, Pittsburgh, Pa.

Driller

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levingston Shipbuilding Co., 1944. 68.9 x 21 x 6. Atlas Imperial 6 cyl. 13 x 16 diesel 400 hp. Duplicate of SCOUT (see). Owned by Levingston Shipbuilding Co., Orange, Texas.

Dubby

Diesel hawser tug, steel hull, single prop. b. Slidell, La., by Gulf Coast Towing Co., 1941. 44 x 12 x 6. Murphy diesel, Model ME 6, 6 cyl. 5¼ x 6½. 1200 rpm. with 3:1 reduction gear, 135 hp. Prop. 42" dia. by 30" pitch. Owned by Louisiana Materials Co., Inc., New Orleans, La., until transferred 1949 to Stevens & Co., New Orleans, La.

Ductillite

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1940. 135 x 27 x 12. Cooper-Bessemer 6 cyl. 13 x 16 diesels total 760 hp. at 310 rpm. Kort nozzles. Duplicate of the SEMET (see). These two vessels (plus a third one sold later to Argentina) were the first having crew quarters, etc., placed below the water line for inland river service. Owned by Wheeling Steel Corporation, Wheeling, W. Va.

Duke

Diesel towboat, steel hull, sternwheel. b. Frankfort, Ky., by U. S. Engineers at Lock 4, Kentucky River, 1920. 77.4 x 10 x 3.1. 100 hp. International diesel. Originally named ION, then CHENOKA, was first 61.4 ft. long and came out new with a G.E. 25 kw. generator connected to a 27 hp. G. E. street car motor. U. S. E. sold her to William Archey, Pittsburgh, 1940. He sold her to McDonough Construction Co., Parkersburg, W. Va., July, 1945. Sold to Lakeside Equipment Co., Cleveland, Ohio, August, 1946.

Duncan Bruce

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1927. 133.6 x 35.1 x 6. Two National Superior engines total 1350 hp. Originally built as a sternwheel towboat with 750 hp. F-M engines for W. C. Kelly Barge Line. Acquired by American Barge Line Co. and converted to prop in 1933. On June 8, 1934, she was badly damaged in a fire at Louisville, Ky., and again rebuilt, this time at Jeffersonville, Ind. Her present engines were placed winter 1938-39. ABL operated this vessel until May, 1947, when they sold her to O. F. Shearer & Sons, Winchester, Ky.

Dunkirk

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levingston Shipbuilding Corp., 1941. 86 x 23.1 x 7.5. General Motors Model 12-567 diesel 900 hp. at 700 rpm. placed June 1950. Falk reduction gear 2.5 to 1 ratio. Originally named PATRICK owned by River Terminals Corp. and acquired by present owner in June 1948, renamed in January 1950. Owned by Dixie Carriers, Inc., Houston, Texas.

Duquesne

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and completed at Coal Valley, Pa., marine ways, 1929. 147.7 x 33.4 x 6.1. Condensing engines, 15's, 30's-7 ft. stroke, 800 hp. Four return flue boilers, coal burner. This is the second towboat of this same name owned by Carnegie Steel: first was wood hull b. 1913 originally MAMIE BARRETT which Carnegie bought about 1917, later sold and became the DONALD BIRMINGHAM, KATIE LYONS. Present vessel owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

Dyer

Diesel hawser tug, steel hull, single prop. b. Chicago, Ill., by Calumet Shipyard & Drydock Co., 1942. 100 x 25. Fairbanks-Morse diesel 1050 hp. Originally in U. S. Army Transportation Corps designated LT-114. Owned by Corps of Engineers, New Orleans, La.

E. W.

Motor supply vessel, wood hull, single prop. 32 x 8.8 x 3. b. 1941. 142 hp. Owned by Edmund White, Morgan City, La.

Emk

Motor towboat, steel hull, single prop. b. Winona, Minn., by Winona Boiler Co., 1946. 28.5 x 8.1. Continental 6 cyl. gas engine 160 hp. 2¼ to 1 reduction gear. Owned by A. Kertzman Dredging Co., Winona, Minn.

E. Frakes

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1933. Fairbanks-Morse 6 cyl. engine, 140 hp. Pilothouse control. Owned by Massmaan Construction Co., Kansas City, Mo.

E. B. Ingram

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nash-

ville Bridge Co., 1947. 73 x 30 x 10. General Motors diesels Model 8-278A total 1400 hp. with Falk reduction gears and Airflex clutches. Owned by Ingram Products Co., Nashville, Tenn.

E. C. Ruprecht

Diesel towboat, steel hull, sternwheel. b. Grafton, Ill., by Midwest Boat and Barge Co., 1930. 80 x 19 x 4.1. Fairbanks-Morse engine, 210 hp. Owned by Ruprecht Building Materials Co., St. Louis, Mo.

E. D. Kenna

Steam towboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1926. 171.2 x 32.1 x 6.5. Condensing engines 15's, 30's-7 ft. stroke, 700 hp. Four return flue boilers, coal burner. Originally was 144.0 ft. long, lengthened at Dravo marine ways, Neville Island, Pa., 1936, by inserting a new section amidships. Owned by the Ohio River Co., Huntington, W. Va., until Dec. 11, 1948 when sold to present owner, Lucas Towing Co., Stout, Ohio.

E. E. Plumly

Steam hawser tug, steel hull, single prop. b. Port Richmond, N. Y. by Staten Island Shipbuilding Co., 1916. 93.1 x 24.1 x 10. Compound engine, 18 x 38 x 26" stroke. One boiler, oil burner. 750 hp. Originally named S. T. CO. NO. 22, later SOCONY 22. Owned by Magnolia Petroleum Co., Beaumont, Texas.

E. M. Black

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, 1936. 88.3 x 22 x 8.7. Atlas Imperial Marine engine, 6 cyl., 14½ x 18, 650 hp. at 240 rpm. Owned by D. M. Picton & Co., Port Arthur, Texas.

E. M. Childers

Diesel hawser tug, steel hull, single prop. b. Orange, Texas by Harms & Smailhall Shipyard, Inc., 1946. 45.3 x 13.1 x 6. General Motors 6 cyl. diesel 165 hp. at 1800 rpm. Owned by Harms Marine Service, Inc., Orange, Texas.

E. M. Hartrick

Diesel tug, single prop. General Motors 8 cyl. diesel 500 hp. at 300 rpm. placed January 1950. Owned by Bauer-Smith Dredging Co., Port Lavaca, Texas.

E. R. Stuart

Diesel surveyboat, steel hull, twin props. b. Bay City, Mich., by Dafoe Boat Works, 1925. Rebuilt 1939 and again in 1948. 100'6" x 24'4" x 11'8¾". General Motors 8 cyl. 8 x 10 diesels provide total 600 hp. at 750 rpm., installed 1939. Direct drive. Corps of Engineers, Mobile, Ala.

Catna Louisville Ashland & Co
Eagle

Motor launch, steel hull, single prop. b. Gasconade, Mo., by owner, 1948. 42 x 12 x 5'7". Gray Marine diesel 165 hp. Owned by Corps of Engineers, U. S. Army, Kansas City, Mo.

East Wind

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Lester F. Alexander Co., 1940. 60.3 x 17.1 x 7.6. Atlas Imperial engine, 220 hp. Owned by Massman Construction Co., Kansas City, Mo.

Ed Breckenridge

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Co., 1946. 45 x 13 x 5. Caterpillar diesel 115 hp. Owned by Carrabine Sand and Gravel Co., St. Louis, Mo. Sold, 1948, to Missouri Sand & Gravel Co.

Ed Koeln

Diesel tug in process of conversion, steel hull, prop. b. Ferrysburg, Mich., 1900. 58 x 14.7 x 7.5. Rebuilt 1938. Her steam horsepower was 225. Originally named ELIZABETH HYDE, long owned by Mississippi River Sand & Material Co., St. Louis, and sold in March, 1948, to N. G. Wright, Plaquemine, La., who plans to place diesel engine on her.

Edgar Brown, Jr.

Diesel hawser tug, wood hull, single prop. b. Orange, Texas, 1927 and rebuilt in 1938. 61.4 x 17.2 x 9. Atlas Imperial engine, 380 hp. Owned by Higman Towing Co., Orange, Texas.

Edgar Brown III

Diesel hawser tug, wood hull, single prop. Rebuilt in 1936. 47.6 x 11 x 5.6. Atlas Imperial diesel, 110 hp. Owned by Higman Towing Co., Orange, Texas.

Edgar Thomson

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and completed at Coal Valley, Pa., marine ways, 1919. Completely rebuilt at same location, 1946. 175 x 34 x 4.6. Condensing engines 15's, 30's-7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

Edith

Motor towboat, wood hull, prop. b. Omaha, Neb., 1935. 44.5 x 11.3 x 2.7. 120 hp. Originally named TEAL. Owned by Bolz Dredging Co., St. Louis, Mo.

Edna

Diesel towboat, wood hull, sternwheel. b. Reesdale, Pa., by Allegheny River Sand Corp., 1934. 62.4 x 14 x 3.5. Cooper-Bessemer 6 cyl. diesel 85 hp. Sold to River Sand Co., Steubenville, Ohio, to replace ALBERT T. No. 2. Resold, 1946, to Crain Bros., Pittsburgh, Pa. and again sold, February 1948 to Zubik Towing Co., Pittsburgh, Pa. Present owner acquired her in summer of 1950. Owned by T. G. Keeney Sons, Diamond, W. Va.

Edna May

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by owner, 1937. 63.4 x 19 x 7. Cooper-Bessemer 6 cyl. 11½ x 15 diesel, 350 hp. at 350 rpm. Owned by Parker Bros. & Co., Houston, Texas.

Edward Boggs

Diesel towboat, wood hull, sternwheel. b. Charleston, W. Va., 1930. 74 x 16 x 3.1. General Motors diesel 165 hp. installed 1947. Originally owned by Capt. Annis Boggs and had 72 hp. gas engine. Long towed an excursion barge at Charleston, W. V., Now owned by John M. Raike, Kanauga, Ohio.

Edw. B. Warner

See vessel listed EWD. B. WARNER, which is the correct spelling.

Edw. W. Renwick

Diesel towboat, steel hull, twin props. b. Manitowoc, Wis., by Manitowoc Shipbuilding Co., 1939. 95 x 25 x 7.5. Kahlenberg engines total 600 hp. Elevator type pilothouse for Illinois River service. Owned by Marine Transit Co., Chicago, Ill.

Edwin Luckenbach

Diesel hawser tug, steel hull, single prop. b. Camden, N. J., 1896. 88.5 x 21.5 x 10.6. Reported converted to diesel 1949; originally was steam tug with Dialogue engine 750 hp. Victory Towing Co., New Orleans, acquired her 1946 and made conversion; present power in neighborhood of 1200 hp.

Edwin N. Bisso

Steam ferry, catamaran steel hull, center paddlewheel. b. Nashville, Tenn., by Nashville Bridge Co., 1925. 130.3 x 46 x 7.5. 650 hp. Allowed 273 passengers and 50 automobiles. Owned by Bisso Ferry Co., New Orleans, La.

Edythe

Diesel towboat, wood hull, sternwheel. b. Aspinwall, Pa., 1939. 50.8 x 14.1 x 2.8. 200 hp. Owned by Henry A. Hudson Sand Co., Kittanning, Pa.

El Capitan

Diesel tug, wood hull, single prop. b. Orange, Texas, 1906. 51.4 x 12.6 x 4.5. Originally 40 hp. and recently 110 hp. Owned by Lewis Berwick, Port Arthur, Texas.

El Listo

Steam tug, steel hull, single prop. b. New Orleans, La., 1902. 101.9 x 25.1 x 10.3. Single cylinder, 22" x 26", 950 hp. Two Scotch boilers. Originally owned by the Morgan Line and towed transfer barges for the Southern Pacific R.R. at Avondale, Pa. In October 1937, owned by Taylor Fithen, she and the tug EL VIVO undertook to move a 14 barge oil tow from New Orleans to Chicago, became stranded at Laconia, Ark., and had other difficulties, this being a pioneer attempt on a long distance upsteam haul between these ports. Now owned by George W. Whiteman, New Orleans, La. Sold to Mobile Towing & Wrecking Co., Mobile, Ala., 1947 and sank in Mobile River, Nov. 1947; repurchased by George W. Whiteman in sunken condition and raised. Will be dieselized before returning to operation.

El Rito

Motor packet, wood hull, prop. b. New Orleans, La., 1909. 89.2 x 22 x 6. 165 hp. Owned by Majestic El Rito Freight Service, Inc., New Orleans, La.

El Toro

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1940. 60.1 x 16.6 x 6. Fairbanks-Morse diesel, 320 hp. Owned by Harms Marine Service, Orange, Texas.

Eleanor

Motor towboat, wood hull, single prop. 42 x 12 x 3.5. Sterling engine 200 hp. b. 1945. Owned by Twin City Barge and Towing Co., Minneapolis, Minn.

Elinor D.

Diesel ferry-towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1940. 48 x 12 x 4. Caterpillar 120 hp. diesel. Owned by Tiptonville Ferry, Tiptonville, Tenn.

Elisha Woods

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1946. 112 x 26 x 7.5. Two General Motors diesels total 1500 hp. Named for former superintendent of the Barrett Line at Cairo, Ill. Owned by Charles C. Smith and Co., Houston, Texas, until sold, March, 1948, to Sohio Petroleum Co., St. Louis, Mo. This is the second vessel so named; first was wood hull sternwheel steamboat originally VEGA of U. S. Engineer Corps, Muskingum River, called ELISHA WOODS in 1918, eventually turned over in Missouri River near Atherton, Kansas, drowning two persons.

Elizabeth II

Motor towboat, wood hull, single prop. b. Vicksburg, Miss., 1943. 42 x 11 x 3.5 150 hp. Owned by E. J. Platte Fisheries, Vicksburg, Miss.

Elkhorn

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., by U. S. Engineer Dept., 1945. 42.5 x 11 x 5.6. Gray Marine diesel engine, 165 hp. Owned by U. S. Engineer Corps, Omaha, Neb.

Ellen

Diesel towboat, steel hull, twin props. b. LaCrosse, Wis., 1907. 156 x 30 x 5.2. Cooper-Bessemer 6 cyl. 13 x 16 diesels total 800 hp. at 325 rpm. Originally a steam towboat of the U. S. Engineer Corps, Rock Island, Ill., and sold 1943 to Ralph M. James, then Standard Oil of Ohio. In 1944 she was bought by present owner, converted to diesel prop at Memphis. Owned by Industrial Marine Service, Memphis, Tenn.

Ellen Hatfield

Steam towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1927. Condensing engines 15's, 30's-6½ ft. stroke, 600 hp. Water tube boilers, coal burner, automatic stokers. Originally

named C. C. WEBBER, owned by Inland Waterways Corp. and operated on upper Mississippi. Sold in Oct. 1947 to Hatfield-Campbell Creek Coal Co. of Cincinnati who took out original oil burner equipment and changed name in May, 1948. New oil burner equipment installed at Reed, W. Va., Feb. 1949.

Elm

Diesel towboat, steel hull, single prop. b. Decatur, Ala., by Ingalls Iron Works, 1938. 64'4" x 15'6" x 6'3". Cooper-Bessemer 6 cyl. 9 x 12 diesel 185 hp. Owned by U. S. Engineers, Memphis, Tenn.

Elmore W.

Diesel hawser tug, steel hull, single prop. b. Mobile, Ala., 1948. 80 x 20 x 8. Fairbanks-Morse diesel 400 hp. Owned by Jackson-Hope Towing Co., Mobile, Ala.

Elsah

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by U. S. Engineer Service Base, 1942. 51.5 x 16 x 4. Two Caterpillar 6 cyl. diesels, 125 hp. at 1200 rpm. 30" prop with 16" pitch. Owned by U. S. Engineer Corps, St. Louis, Mo. Duplicate of the LITTLE ROCK, see.

Elsbeth

Diesel hawser tug, steel hull, single prop. b. Morgan City, La., 1930. 56 x 16 x 6.5. Cooper-Bessemer 6 cyl. 10½ x 13½ diesel 300 hp. at 400 rpm. Originally was 110 hp. and Intercoastal Shipyard placed present engine 1937. Owned by Terrebonne Towing Co., Morgan City, La.

Elsie

Diesel hawser tug, steel hull, single prop. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding & Drydock Co., 1941. 53 x 14. Originally in U. S. Army Transportation Corps named PINA. Fairbanks-Morse diesel 180 hp. Owned by Corps of Engineers, New Orleans, La.

Elsie II

Diesel hawser tug, steel hull, single prop. b. Pascagoula, Miss., by Arnold V. Walker yard, 1945. 55 x 16 x 5.5. Atlas 6 cyl. diesel 120 hp. Owned by Maritime Towing Co., Lockport, La.

Em-Em-Ce

Motor towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1949. 34.2 x 15 x 7. Chrysler 8 cyl. Royal Marine engines total 282 hp. at 3200 rpm. Reduction gear 9.11 to 1. Owned by Marietta Manufacturing Co., Pt. Pleasant, W. Va.

Emory T.

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1943. 102 x 23 x 8. Cooper-Bessemer 8 cyl. 13 x 16 diesel, 800 hp. at 400 rpm. Owned by Clark's Super Gas Co., Milwaukee, Wis.

Engineer

Steam hawser tug, steel hull, single prop. b. Mantowoc, Wis., by Mani-

towoc Dry Dock Co., 1909. 101 x 20 x 10. Compound engine, 16 x 32 x 24" stroke. One boiler. 507 hp. Originally named MANITOWOC, then ENGINEERS. Owned by Victory Towing Co., New Orleans, La.

Ensign

Diesel hawser tug, steel hull, prop. b. Port Arthur, Texas, 1944. 50.5 x 14.7 x 6. 120 hp. Owned by Sabine Towing Co., Inc., Port Arthur, Texas.

Ernest

Diesel hawser tug, wood hull, prop. b. Beaumont, Texas, 1933. 53 x 14 x 5. Buda diesel Model DCMR, 247 hp. Owned by Harms Marine Service, Orange, Texas.

Ernest T. Weir

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1941. 176 x 36 x 10. National Superior 8 cyl. engines, 14½" bore, 20" stroke, deliver 1300 hp. at 277 rpm. Kort nozzles increase this rating approximately 20 percent. Built for the Campbell Transportation Co., Pittsburgh, and now owned by Mississippi Valley Barge Line Co., St. Louis, Mo.

Ernestine

Diesel towboat, wood hull, sternwheel. b. Hanging Rock, O., by Capt. Joe Gentil, 1941. 70 x 20 x 4. National Superior 8 cyl. 9 x 12 diesel delivers 350 hp. at 500 rpm. In 1943 Capt. Gentil was drowned and a year later his estate sold the boat to Ralph Raikes, Henderson, W. Va.

Especo

Diesel towboat, steel hull, single prop. b. Orange, Texas, 1938. 75.5 x 22 x 7.7. Atlas Imperial 6 cyl. diesel, 400 hp. Originally operated at Baltimore, Md., by Solvay Process Co., brought to Ohio River in 1946 and at present operated by Semet-Solvay Division, Ashland, Ky.

Esso Louisiana

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1947. 166 x 36 x 10.5. National Superior diesels, supercharged, total 2000 hp. Kort nozzles. Owned by Esso Standard Oil Co., Baton Rouge, La.

Esso Tennessee

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1947. 166 x 36 x 10.5. National Superior diesels, supercharged, total 2000 hp. Kort nozzles. Owned by Esso Standard Oil Co., Baton Rouge, La.

Ethel Burton

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Co., 1936. 65 x 16 x 8.3. Atlas Marine diesel, 11½ x 15, 6 cyl., 275 hp. Owned by W. T. Burton, Inc., Sulphur, La.

Ethel McDermott

Diesel hawser tug, steel hull, twin props. b. Slidell, La., by Canulette Shipbuilding Co., 1939. 86.7 x 22 x 8.3. Atlas Imperial diesels total 550 hp. Originally named A. D. CANULETTE built for Gulf Coast Towing Co., later acquired by George W. Whiteman and sold 1947 to Ayers Marine Service, became named WAKULLA. Present owner bought her 1950 and gave present name. Owned by J. Ray McDermott & Co., Inc., Harvey, La.

Evelyn-E.

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1941. 68 x 18.7 x 8. Atlas Imperial diesel, 400 hp. Owned by Texas Towing Co., Houston, Texas.

Evelyn Shaddock

Diesel hawser tug, wood hull, single prop. b. Orange, Texas, 1936. 51.6 x 14 x 6. Atlas Marine diesel, 9 x 12, 6 cyl., 160 hp. Owned by W. T. Burton Co., Inc., Sulphur, La.

Evening Star

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Alexander Shipyard, 1949. 88 x 25 x 10. General Motors 12 cyl. diesel 900 hp. at 744 rpm. Falk reduction 2.5 to 1. Owned by Butcher-Arthur, Inc. until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Everett Sherrill

Diesel tug, wood hull, prop. Rebuilt in 1939. 46 x 11 x 5. General Motors Model 6-71 diesel, 120 hp. Owned by Harms Marine Service, Orange, Texas.

Ewd. B. Warner

Diesel towboat, steel hull, twin props. b. Memphis, Tenn., by Warner & Tamble, 1938. 121.5 x 28 x 7.6. Busch-Sulzer diesels total 1200 hp. at 300 rpm. Owned by Warner & Tamble, Memphis, Tenn.

Ewing

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Co., 1941. 65'11" x 17'10". Atlas Imperial diesel 300 hp. Originally in U. S. Army Transportation Corps named MAJOR HUGH F. EWING. Originally in U. S. Engineer fleet at New Orleans but transferred 1949 to Memphis U. S. Engineer District.

Expediter

Diesel tug, steel hull, single prop. b. Chickasaw, Ala., by owner, 1947. 40 x 14 x 4'4". Murray & Tregurtha Propelling Unit 105 hp. at 314 rpm. Reduction ratio 5 to 1. Owned by Warrior & Gulf Navigation Co., Chickasaw, Ala.

F. Lutch Brown

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Corp., 1937. 68.4 x 19.1 x 7.6. Atlas Marine engine, 380 hp. Owned by Higman Towing Co., Orange, Texas.

F. B. Payne

Diesel towboat, steel hull, single prop. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1948. 91.2 x 26 x 7.4. Fairbanks-Morse 6 cyl. diesel delivers 690 hp. at 300 rpm. Direct drive. Owned by Ohio River Co., Cincinnati, O.

F. B. Walker

Diesel towboat, steel hull, twin props. b. Pascougla, Miss., by F. B. Walker & Sons, 1947. 120 x 30. National Superior 8 cyl., 14½ x 20, supercharged diesels. Came out Apr. 26, 1947, chartered to Simpson Oil Co. Owned by River Towboats, Inc., Pascagoula, Miss.

F. N. Canulette

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., 1903. 70 x 15 x 6.5. Superior 8 cyl. 8½ x 10½ diesel 300 hp. at 269 rpm. installed April, 1950. Originally a steam tug named POLO converted to diesel in 1920s by Gulf Crushing Co. and renamed BOBBY WILLIAMS in 1932 when bought and rebuilt by W. Horace Williams Co., New Orleans. Present owner bought her in 1946 and renamed her shortly thereafter. Owned by Canulette Shipbuilding Co., Slidell, La.

F. V. Faulkner

Diesel tug, steel hull, twin props. b. Beaumont, Tex., by Samuelson Shipyard, Inc., 1946. 65 ft. Two Superior diesels. Owned by Magnolia Petroleum Co., Dallas, Texas.

Fafnir

Diesel tug, wood hull, prop. b. Orange, Tex., 1937. 40 x 11 x 4.6. 100 hp. Owned by Salt Dome Oil Corp., Houston, Texas.

Fay

Diesel hawser tug, wood hull, single prop. b. Cove, Texas, 1910. 48 x 11.9 x 4. Originally had a 60 hp. gas engine, later acquired 180 hp. Made a trip to St. Louis in August, 1943, to bring out a dredge. Owned by J. G. Jackson, Angerton, Texas.

Fayetteville

Diesel towboat, steel hull, sternwheel. b. Charleston, S. C., 1924. 106' 5" x 25' 0" x 5' 0". Fairbanks-Morse 3 cyl. engine 75 hp. at 400 rpm. Originally a steam towboat converted 1938 at U.S.E.D. Machine Shop, Tuscaloosa, Ala. Operated on Warrior-Tombigbee rivers. Owned by U. S. Engineer Corps, Mobile, Ala.

Fayville

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1934. 55.5 x 13.5 x 3.1. Kahlenberg 5 cyl. direct reversing engine, 150 hp. at 250 rpm. 50" prop, 40" pitch. Owned by U. S. Engineer Corps, St. Louis, Mo.

Ferdinand

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis

Shipbuilding and Steel Co., 1949. 68 x 19 x 8. Caterpillar diesel 400 hp. Kort nozzle. Owned by Bull Towing Co., Joliet, Ill.

Fern

Diesel cutter (tender class), steel hull, triple props. b. Blair, Neb., by Petersen-Haecker, Ltd., 1942. Three Fairbanks-Morse diesels, 8 cyl., deliver total 960 hp. at 400 rpm. 114'6" x 30' x 5'6". Equipped with 85-ton ice plow, dimensions 59'6" long, 59'1½" beam. Owned by U. S. Coast Guard, St. Louis, Mo.

Ferol

Diesel patrol boat, wood hull, single prop. b. Alton, Ill., 1914. 53.3 x 10.6 x 3.5. Superior 6 cyl. diesel 110 hp. Reduction gear 2 to 1. Owned by State of Louisiana, Dept. Wild Life and Fisheries, New Orleans, La.

Fife

Diesel towboat, steel hull, twin props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1941. 55.5 x 17 x 5. Two Gray engines total 330 hp. at 2000 rpm. Originally named CAJUN and owned by Coast Transportation Co. Sold 1944 to U. S. Engineer Corps, Vicksburg, Miss. and renamed.

Florida

Diesel hawser tug, steel hull, single prop. b. New Orleans (rebuilt 1938). 70 x 16 x 7.5. Cooper-Bessemer 6 cyl. 10½ x 13½ diesel 300 hp. at 400 rpm. Owned by Florida Towboat Co., Pensacola, Fla.

Floyd H. Blaske

Diesel towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Mfg. Co., 1933. 124 x 26 x 7. Atlas Imperial diesels total 700 hp., 6 cyl. 14 x 18 direct reversing type. Designed by T. R. Tarn. Originally named WILLIAM DICKINSON, owned by Marquette Cement Mfg. Co., Chicago, Ill. and sold to Blaske Lines, Alton, Ill. in March, 1946, renamed in November, 1946.

Flying Saucer

Diesel towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1950. 39 x 15 x 5. Cummins diesels total 250 hp. Owned by Truax-Traer Coal Co., Ceredo, W. Va.

Forsythia

Diesel cutter (tender class), steel hull, twin props. b. New Orleans, La., by Avondale Marine Ways, 1942. 113'9" x 26' x 5'2". Fairbanks-Morse diesels total 400 hp. This boat was originally powered with Superior diesels, was re-engined at Gasconade, Mo., yard in 1945. Owned by U. S. Coast Guard, St. Louis, Mo.

Fort Armstrong

Diesel towboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1930. 109.7 x 20 x 4.5. Duplicate of the SCOTT, see. Diesel-electric drive. Owned by U. S. Engineer Corps, Huntington, W. Va.

Fort Dearborn

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1947. 154 x 35 x 10. Fairbanks-Morse 10 cyl. opposed piston 2-cycle diesels total 3000 hp. at 720 rpm. Kort nozzles. Owned by John I. Hay Co., Chicago, Ill. Equipped with RCA radar.

Fortuna

Diesel towboat, wood hull, single prop. b. Manitowoc, Wis., 1911. 43 x 12.6 x 4.6. Fairbanks-Morse engine 150 hp. Owned by Falcon Marine Co., Evanston, Ill.

Fourchette

Diesel launch equipped with Caterpillar engine 115 hp. owned by Corps of Engineers, Omaha, Neb.

Foxglove

Diesel tender (cutter class), steel hull, triple props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1945. 114 x 30 x 5. Three Fairbanks-Morse engines total 600 hp. Owned by U. S. Coast Guard, St. Louis, Mo.

Frances K.

Diesel towboat, steel hull, twin props. b. Greenville, Miss., by Greenville Mfg. and Machine Works, 1947. 49 ft. long. Two Caterpillar diesels total 230 hp. Owned by M. L. King, Vicksburg, Miss. Sold, 1948, to Delta Towing Co., Greenville, Miss.

Frances M. Hougland

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1947. 128.5 x 28 x 8.5. Cooper-Bessemer supercharged 8 cyl. 13 x 16 diesels total 2200 hp. at 450 rpm. Owned by Walter G. Hougland Sons, Paducah, Ky.

Francis G.

Diesel towboat, steel hull, single prop. b. Pittsburgh, Pa., by Dravo Contracting Co., 1923. 72 x 16 x 6.6. Originally named BELTRAMI and owned by U. S. Engineer Corps at St. Louis, then New Orleans. Sold to Henry Muller, New Orleans, April, 1943. Renamed and now owned by Port Houston Iron Works, Houston, Texas.

Frank C. Rand

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1947. 166 x 36 x 10.5. Superior diesels total 2000 hp. Kort nozzles. Equipped with RCA radar. Owned by Mississippi Valley Barge Line Co., St. Louis, Mo.

Frank Costanzo

Diesel towboat, steel hull, twin props. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1940. 75 x 20 x 6.5. General Motors 12 cyl. diesel 520 hp. placed 1948. This was the last vessel built at the Howard yard. Owned by Costanzo Transportation Co., Wheeling, W. Va.

Frank H. Tamble

Steam tug, steel hull, single prop. b. Baltimore, Md., 1899. 92.6 x 18 x 7. 350 hp. Originally a tug in the U. S. Engineer service named ALBERT G. THOMAS. Owned by Warner & Tamble, Memphis, Tenn.

Frank Harris

Motor towboat, wood hull, prop. b. 1933. 40 x 8 x 8. 127 hp. Owned by Albert Kertzman Dredging Co., Winona, Minn. Sold to Cargill, Inc., Minneapolis, Minn., 1947.

Frank L. Blaske

Diesel towboat, steel hull, twin props. b. Alton, Ill., by owners, 1945. 120 x 27 x 7.3. Atlas Imperial diesels, 6 cyl., 15 x 19, total 1200 hp. at 300 rpm. Named to honor Capt. Hugh C. Blaske's father. Owned by Blaske Lines, Alton, Ill.

Frank Phipps

Diesel towboat, steel hull, twin props. b. Memphis, Tenn., by owner, 1937. 60 x 15 x 5. Caterpillar 8 cyl. 5¾ x 8 diesels 270 hp. at 900 rpm. Twin Disc reverse gears, reduction ratio 1.96 to 1. Owned by Patton-Tully Transportation Co., Memphis, Tenn.

Franklin D. Roosevelt

Diesel towboat, steel hull, twin props. b. Midland, Pa., by Midland Barge Co., 1933. 148.7 x 40 x 8. McIntosh & Seymour 8 cyl. 12½" dia. by 22" stroke engines deliver total of 1180 hp. at 300 rpm. Props 5'9" dia. This boat conveyed the first Federal Barge Line tow to Kansas City, Mo., in June, 1935. Owned by Inland Waterways Corp., St. Louis, Mo. Visited Sioux City, Iowa, with a tow, arriving July 24, 1947.

Fred B. Zigler

Diesel hawser tug, single prop. b. Houston, Texas, by Platzer Boat Works, 1941. 65.5 x 18 x 8.5. Atlas Imperial engine, 400 hp. Owned by G. B. Zigler Co., Jennings, La.

Fred L.

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., 1942. 63.8 x 17 x 7. Atlas diesel, 220 hp. Owned by Sanford Service Co., DeFuniak Springs, Fla.

Fred W. Catterall

Diesel hawser tug, wood hull, prop. b. Galveston, Tex., 1942. 64.9 x 16.6 x 8.7. 320 hp. Owned by Estate of Jack Walmsley, Galveston, Tex. Leased to Right Way Towing Co., Galveston, 1944. Sold to Louis J. Dibrell, Galveston, Texas, 1946.

Fred W. Olcott

Diesel towboat, steel hull, twin props. b. Leavenworth, Kansas, by Missouri Valley Steel Co., 1948. 115 x 28 x 10. General Motors diesels total 3200 hp. Owned by Roberts Towing Co., Paducah, Ky. Note: Boat of same name b. 1941 now is STEVE CLICK and the one b. 1946 now is CAPE ZEPHYR.

Freedom

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1947. 116 x 27 x 10. General Motors diesels total 1000 hp. Kort nozzles. Duplicate of the WM. PITT and VICTORY, see. Owned by Keystone Division, Dravo Corporation, Pittsburgh, Pa.

F. S. 201

Diesel hawser tug, steel hull, triple props. b. 1943. 117.5 x 32 x 5.5. Three Gray Marine diesels, each 225 hp. Originally L.C.T. 711 of U. S. Navy, acquired 1947 by Freeport Sulphur Co., Port Sulphur, La.

F. S. 202

Diesel hawser tug, steel hull, triple props. b. 1944. 117.5 x 32 x 5.5. Three Gray Marine diesels, each 225 hp. Originally L.C.T. 1014 of U. S. Navy, acquired 1947 by Freeport Sulphur Co., Port Sulphur, La.

F. S. 203

Diesel hawser tug, steel hull, triple props. b. 1944. 117.5 x 32 x 5.5. Three Gray Marine diesels, each 225 hp. Originally L.C.T. 1216 of U. S. Navy, acquired 1947 by Freeport Sulphur Co., Port Sulphur, La.

G. F. Maitland

Diesel towboat, steel hull, twin props. b. Grafton, Ill., 1931. 86 x 20 x 4. Originally sternwheel, named J. D. HARPER and long owned by Kansas City Bridge Co., later by Jahneke Service Co., New Orleans. Sold to present owner who converted to diesel twin prop, about 400 hp. in 1947. Owned by J. M. Jones Lumber Co., Natchez, Miss.

G. F. McCall

Diesel towboat, steel hull, single prop. b. Harvey, La., by Young & Elkin (using an old hull), 1949. Meco diesel 145 hp. using 3:1 reduction gear. Owned by Capt. Norman Hill, Harvey, La.

G. W. Spore

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1932. 64 x 15.5 x 5.5. General Motors diesels total 330 hp. installed 1946. Owned by Industrial Marine Service, Memphis, Tenn.

Gasconade

Diesel launch, wood hull, single prop. b. New Orleans, La., by Higgins Industries, Inc., 1939. 36.5 x 16.5 x 6. Gray Marine 6 cyl. diesel with supercharger, 225 hp. at 2100 rpm. Owned by U. S. Engineer Corps, Kansas City, Mo.

Gatco Carolina

Diesel tug, steel hull, twin props. b. Decatur, Ala., by Ingalls, 1944. 40 x 16 x 8. Hercules 6 cyl. diesels total 600 hp. at 200 rpm. Reduction gears 4 to 1 ratio. Boat was rebuilt 1950, is provided with towing knees. Owned by Gulf Atlantic Transportation Co., Jacksonville, Fla.

Gatco-Florida

Diesel hawser tug, steel hull, single prop. b. 1947. Cooper-Bessemer

6 cyl. 8 x 10½ diesel 200 hp. at 630 rpm. Owned by Gulf Atlantic Transportation Co., Jacksonville, Fla.

Gatco-Maryland

Diesel hawser tug, steel hull, single prop. Atlas diesel 400 hp. Formerly named KINGS POINT. Engine placed 1943. Owned by Gulf Atlantic Transportation Co., Jacksonville, Fla.

Gatco-Newjersey

Diesel hawser tug, steel hull, single prop. b. Pascagoula, Miss., 1941. 62.4 x 16.8 x 7.1. Atlas diesel 300 hp. Originally named J. H. COP-EDGE. Owned by Gulf Atlantic Transportation Co., Jacksonville, Fla.

Gatco-Virgina

Diesel hawser tug, steel hull, single prop. Atlas diesel 400 hp. placed 1944. Originally named LOCUST POINT. Owned by Gulf Atlantic Transportation Co., Jacksonville, Fla.

Gauley River

Diesel launch equipped with Gray Marine engine 165 hp. owned by Corps of Engineers, Omaha, Neb.

Gen. John Newton

Steam inspection and towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Iowa Iron Works (now Dubuque Boat & Boiler), 1899. 150 x 28 x 7'6". Cross-compound engines, condensing, 14 3/16 x 32 by 6 ft. stroke; 263 hp. at 18 rpm. Hedges-Walsh-Weidner Co. water tube boiler installed 1933 burns oil. Sponsons were added to the hull in 1936 provided with fuel oil bunker space. Owned by U. S. Engineer Corps, New Orleans, La.

George III

Diesel towboat, steel hull, sternwheel. b. Grafton, Ill., by Midwest Boat and Barge Co., 1929. 80 x 19 x 3.8. Fairbanks-Morse engine, 150 hp. Originally named H. P. TREADWAY and owned by Kansas City Bridge Co. Later bought by Thomas Seely, Thibodeaux, La., who used her out of New Orleans in a barge service replacing steam towboat INTER-STATE. Then Capt. Charles C. Stone of Pt. Pleasant, W. Va., bought the boat, changed her name.

George A. Bisso

Diesel ferry, steel hull, single prop. b. Slidell, La., by Canulette Shipyard, 1927. 97 x 30 x 6.2. 200 hp. engine. Carries 200 passengers, 25 automobiles. Owned by Bisso Ferry Co., New Orleans, La.

George B.

Diesel hawser tug, wood hull, single prop. b. Pascagoula, Miss., by F. B. Walker, 1938. 43.5 x 14.5 x 4.4. General Motors 6 cyl. diesel 170 hp. at 416 rpm. installed 1948. Reduction ration 4½ to 1. Originally named BARBARA C. HARRIS, bought and repowered by present owner. Owned by George Buras, Algiers, La.

George B. Zigler

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by

Gulfport Boiler & Welding Works, 1940. 65.5 x 18 x 8.5. Atlas Imperial engine, 400 hp. Owned by G. B. Zigler Co., Jennings, La.

George G.

Diesel towboat, steel hull, twin props. b. Valley Park, Mo., by Barbour Metal Boat Works, 1950. 55 x 15 x 4. Cummins diesels total 400 hp. Owned by Gestring Towing Co., St. Louis, Mo.

George Hamman

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1937. 63.3 x 17.9 x 8.4. Atlas diesel, 275 hp. Sister boat to the BETTY H., KEITH STERLING, MARY C., which see. Owned by Edwards Transportation Co., Houston, Texas.

George Kilian

Motor towboat, steel hull, sternwheel. b. Chattanooga, Tenn., 1926. 68.4 x 14 x 2.5. Fairbanks-Morse 4 cyl. diesel 120 hp. Owned by Dixie Sand & Gravel Corp., Chattanooga, Tenn.

George Livingston

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Corp., 1936. 60.8 x 17.2 x 8.1. 160 hp. Owned by W. T. Burton Co., Inc., Sulphur, La.

George M. Anthony

Diesel hawser tug, wood hull, single prop. b. Biloxi, Miss., by John Misko, 1940. 52 x 16 x 3. Atlas Imperial 6 cyl. 7½ x 8 diesel 120 hp. at 600 rpm. installed 1944. Direct drive. Owned by Eugene de Armas, Venice, La.

Geo. M. Verity

Steam towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1927. 130.1 x 35.1 x 5.1. Nordberg engines, condensing, 15's, 30's-6½ ft. stroke, 600 hp. Foster-Wheeler steam generators, oil burners. Originally operated by Inland Waterways Corp. and named S. S. THORPE. Sold 1940 to present owner who renamed her. In 1945 hull was rebuilt and widened about five feet in addition to figure above at the Hillman Barge & Construction Co. marine ways. Equipped with a special "helical" paddlewheel in 1947. Owned by Armco Steel Corporation, Middletown, O.

Geo. Peterkin

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Lester F. Alexander Shipyard, 1943. 85 x 24 x 10. General Motors diesel 750 hp. Originally DPC 78, bought by River Terminals Corp. who named her GEO. E. ROPER. Present name was given in January 1950 by owner which succeeded River Terminals as of June 1948, Dixie Carriers, Inc., Houston, Texas.

George Peterson

Diesel towboat, steel hull. single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1939. 62.3 x 17 x 5. Atlas Imperial engine, 200 hp. Owned by Massman Construction Co., Kansas City, Mo.

George Prince

Diesel ferry, steel hull, twin props. b. Slidell, La., by Canulette Ship Building Co., 1938. 120.3 x 34.4 x 3. Cooper-Bessemer 6 cyl. 8 x 10½ diesels total 340 hp. at 500 rpm. Allowed 200 passengers and 36 autos. Originally built for the Royal Route Co. to operate Natchez-Vidalia. Sold to Capt. J. A. Bisso and son Edwin in December 1940. They now operate her as Burnside-Donaldsonville Packet Co., New Orleans, La.

George R.

Diesel hawser tug, steel hull, single prop. Owned by U. S. Maritime Commission and sold 1947 to present owner. Clark diesel 650 hp. Owned by Brown & Root, Houston, Texas.

Geo. R. Lee

Motor towboat, wood hull, single prop. b. 1943. 36 x 10 x 3.3. Scripps gas engine 100 hp. Owned by Southern Illinois Sand Co., Inc., Chester, Ill.

George Richwood

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1934. 58 x 14.1 x 3.4. Kahlenberg direct reversing engine, 120 hp. Originally built for the Hallett Construction Co. of Wabasha, Minn. Now owned by United Construction Co., Winona, Minn.

George R. Gettys

Diesel towboat, wood hull, single prop. b. Knoxville, Tenn., 1936. 64 x 12 x 1.6. Cummins diesel 275 hp. installed October, 1947. Originally 125 hp. Owned by Knoxville Sangravl Material Co., Knoxville, Tenn.

George Stevens

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1939. 82 x 20 x 7.2. Atlas Imperial 13 x 16 direct drive diesel 400 hp. Originally named KEENELAND of Kosmos Towing who sold her in May, 1942, to present owner, Central Barge Co., Chicago, Ill., who renamed her.

George T. Horton

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Shipyard and Dry Dock Co., 1945. 150 x 35 x 7. Twin Superior engines, 14½" bore by 20" stroke supply total of 2000 hp. at 275 rpm. Four blade props, 84" dia. Kort nozzles. Owned by John I. Hay Co., Chicago, Ill.

Geo. T. Price

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1925. 115.5 x 26 x 6.6. National Superior diesels total 1600 hp. installed 1938. American Barge owned her until sold, 1946, to O. F. Shearer & Sons, Winchester, Ky.

George W. Miller

Steam passenger vessel, steel hull, sternwheel. b. Jeffersonville, Ind.,

by Howard Ship Yard and Dock Co., 1926. 138 x 32 x 4.9. Engines 13's-6 ft. stroke, 480 hp. Originally a ferry at Vicksburg, Miss., along with CHARLES J. MILLER (see ROBERT E. LEE). Both were converted to excursion boats. The GEORGE W. MILLER was sold to Chattahoochee River, went to Columbus, Ga., owned by Hardy Lines. Sold for debt, Sept. 4, 1947, to Columbus Bank & Trust Co., Columbus, Ga., who sold the boat June 16, 1950, to Charles E. Gower, Columbus, Ga.

Gertrude

Diesel hawser tug, wood hull, prop. b. 1896. 63.9 x 12.5 x 4.7. 160 hp. Originally a steam tug rebuilt and equipped with Atlas Marine diesel. Owned by G. B. Zigler Co., Jennings, La.

Gertrude

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1936. 59.2 x 16 x 7. Cooper-Bessemer 6 cyl. 10½ x 13½ diesel 250 hp. at 350 rpm. Burned 1949 but repaired and returned to service. Owned by Parker Bros. & Co., Houston, Texas.

Gertrude T.

Diesel hawser tug, steel hull, prop. b. Erie, Pa., 1911. 65.6 x 15.1 x 6.2. Fairbanks-Morse diesel 320 hp. Until lately operated by Alpena Fisheries Co. on the Great Lakes. Now owned by H. W. A. Harms Towing Co., Houston, Texas.

Gibson

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1938. 82 x 19 x 6.5. Cooper-Bessemer 6 cyl. 12 x 15 diesel 400 hp. at 375 rpm. Owned by Barker Barge Line, Lockport, La.

Gilmore

Diesel towboat, steel hull, single prop. b. Manitowoc, Wis., by Burger Boat Co., 1937. 64.5 x 18.5 x 5.8. Fairbanks-Morse engine, 200 hp. Owned by Missouri-Illinois Material Co., St. Louis, Mo.

Ginger

Diesel hawser tug with two General Motors diesels each 165 hp. owned by Louisiana Materials Co. until transferred 1949 to Stevens & Co., New Orleans, La.

Ginny-K

Motor towboat, steel hull, twin props. b. Paducah, Ky., by Walker Boat Yard, 1950. 40 x 12 x 3.5. Ford 8 cyl. gas engines total 140 hp. at 590 rpm. Reduction ratio 3.8 to 1. Allgire Universal Rudderless drives. Owned by Caruthersville Sand and Gravel Co., Caruthersville, Mo.

Gladys

Motor towboat, wood hull. b. Decatur, Ala., 1928. 56.8 x 12.3 x 2.2. 100 hp. Owned by Howard Powell, Guntersville, Ala.

Gladys Simpson

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nash-

ville Bridge Co., 1940. 100 x 24 x 5. Cooper-Bessemer 8 cyl. 13 x 16 diesel 800 hp. at 400 rpm. Owned by Simpson Towing Co., Charleston, Mo.

Gladys Smith

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1945. 78.5 x 20 x 8.9. Enterprise diesel, supercharged, 810 hp. Owned by Charles C. Smith Co., Houston, Texas.

Glen Jr.

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1937. 61.1 x 17 x 3.7. Kahlenberg engine, 180 hp. Owned by Maxon Construction Co., Dayton, Ohio.

Glenn Traer

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1942. 120 x 30 x 9. Two Atlas Imperial engines, 6 cyl., 15 x 19, total 1200 hp. Pilothouse has an automobile steering wheel. Sank at Marseilles Dam, Illinois River, May, 1943, returned to service. Owned by Central Barge Co., Chicago, Ill.

Gloria Ahern

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1947. 40 x 11. General Motors 6 cyl. diesel, 165 hp. at 600 rpm. Owned by Hobac Veneer and Lumber Co., Caruthersville, Mo.

Gloria Colle

Diesel hawser tug, steel hull, single prop. Converted from steam to diesel in 1948, getting Enterprise 6 cyl., 4 cycle, 16 x 20 diesel, 1000 hp. This is the second tug of the name: first GLORIA COLLE now is named DELTA, has other owner. Present vessel owned by Colle Towing Co., Pascagoula, Miss.

Golden Eagle

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Harms & Smaihall Shipyard, Inc., 1947. 75 x 19 x 8. General Motors Model 8-268A diesel 512 hp. Owned by Harms Marine Service, Inc., Orange, Texas.

Goldenrod

Diesel cutter (tender class), steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Works, 1938. 103 x 23 x 5. Two Fairbanks-Morse engines, 5 cyl., total 400 hp. at 400 rpm. This boat originally came out with about half this power, was re-engined at Gasconade, Mo., 1944. Owned by U. S. Coast Guard, St. Louis, Mo.

Goliath

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Co., 1944. 68.3 x 20 x 8.3. Atlas Marine engine, 400 hp. Sister to the AJAX, see. Owned by Sabine Transportation Co., Port Arthur, Texas.

Gona

Steam towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1944. For details of construction see ATTU. Defense Plant Corp. had her chartered to Globe Oil Barge Co. during the war; since sold her to Hennepin Home Supply Co., Minneapolis, Minn.

Good Neighbor

Diesel inspection boat, wood hull, twin props. b. Seattle, Wash., 1927. 31.8 x 8.6 x 5.3. Enterprise 6 cyl. 12 x 15 diesels total 800 hp. at 325 rpm. installed January 1950. Originally named WILD DUCK owned by Kenneth B. Smith until present owner acquired her in February 1946 to replace former HUGH McCLOSKEY then retired. Owned by Port of New Orleans, New Orleans, La.

Gordon C. Greene

Steam tourist packet, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1923. 210 x 38 x 6.5. Engines 18'-8 ft. stroke. Four return flue boilers, oil burners. Rated 900 hp. Originally owned by Eagle Packet Co., St. Louis, named CAPE GIRARDEAU. Sold to the Greene Line Steamers, Inc., Cincinnati, O., 1935, renamed. Additional stateroom capacity has been added and the boat operates in tourist trade over the inland streams.

Graco

Diesel towboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville Bridge Co., 1928. 74 x 18 x 4.2. Fairbanks-Morse 6 cyl. diesel 210 hp. at 720 rpm. installed March 1949. Reduction gear 2 to 1. Originally named CATHERINE D. and renamed C. A. IRVIN while owned by Alpha Portland Cement Co. Present owner gave her name she now bears. Owned by Bedford-Nugent Co., Evansville, Ind.

Grand

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., at U. S. Engineer boatyard, 1945. 43' x 12' x 5'7½". Gray Marine diesel, 6 cyl., 165 hp. at 1900 rpm. Duplicate of the IATAN, WOLF, TABO, TAV-ERN, see. Owned by U. S. Engineer Corps, Kansas City, Mo.

Gravel Gertie

Diesel towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dry Dock Co., 1926. 121.7 x 23 x 5. Winton diesel 300 hp. placed 1949. Originally USE towboat GOUVERNEUR. Present owner bought her in 1946, added retractable pilothouse 1949; Material Service Corporation.

Gravel King

Diesel towboat, wood hull, sternwheel. b. Zanesville, Ohio, 1926. 63.4 x 13.9 x 2.8. Engine 90 hp. New hull placed in 1947. Owned by Muskingum River Gravel Co., Zanesville, Ohio.

Greenville

Diesel towboat, steel hull, single prop. b. North Bend, Ohio, 1939.

55.4 x 17 x 4.5. Superior 6 cyl. diesel, 215 hp. new in 1937. Owned by American Aggregates Co., Greenville, Ohio.

Grefer

Diesel hawser tug, steel hull, single prop. b. Tampa, Fla., by Tampa Marine Corporation, 1945. 86'5" x 23'6". Busch-Sulzer diesel 650 hp. Originally in U. S. Army Transportation Corps designated ST-855. Owned by Corps of Engineers, New Orleans, La.

Guadalcanal

Steam towboat, steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1944. For details of construction see ATTU. Defense Plant Corp. had her chartered to Mississippi Valley Barge during the war; sold her in 1947 to American Barge Line.

Guam

Diesel hawser tug, wood hull, single prop. b. by U. S. during World War II. 36 x 10.5 x 5. General Motors 6 cyl. diesel 200 hp. at 800 rpm. Reduction gear 2 to 1. Vessel rebuilt by present owner 1949. Owned by Freeport Sulphur Co., Port Sulphur, La.

Gulf Cities

Diesel hawser tug, steel hull, single prop. b. Pascagoula, Miss., by Arnold V. Walker Shipyard, 1942. 75 x 19 x 9. Atlas Marine diesel, 400 hp. Originally named LOUISA, owned by Southern Tug & Barge Co., New Orleans, and named for Mrs. Louisa Preuss of Memphis. Sold to Lake Tankers Corp. in May, 1946, and renamed.

Gulfcomet

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by Gulfport Boiler and Welding Works, 1942. 65.5 x 18 x 8.4. Atlas Imperial 6 cyl. 13 x 16, 4 cycle engine, 400 hp. Owned by Gulf Oil Corp., New York, N. Y.

Gulfzephyr

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by Gulfport Boiler and Welding Works, 1941. 65.5 x 18 x 8.4. Atlas Imperial 6 cyl. 13 x 16, 4 cycle engine, 400 hp. Sank in Intracoastal Canal west of Vermilion Lock in July, 1942, raised. Owned by Gulf Oil Corp., New York, N. Y.

Guntersville

Diesel towboat, steel hull, single prop. b. Decatur, Ala., by Ingalls Shipbuilding Corp., 1946. 96 x 25 x 9.5. Superior diesel 800 hp., 8-cyl. Owned by N. C. & St. L. Railroad.

Guy L.

Motor towboat, wood hull, sternwheel. b. Shawneetown, Ill., 1948. General Motors diesel 165 hp. Succeeded the former HELEN F. in ferry service. Operated by Guy Lambert as Shawneetown Ferry Co., Shawneetown, Ill.

Gypsum Prince

Steam hawser tug, steel hull, single prop. b. Baltimore, Md., Spedden

Shipbuilding Co. in 1917. 117.5 x 25.1 x 10. 750 hp. Was owned for a time by Federal Barge Lines and, in 1937, after several years of inactivity, sold to W. Horace Williams Co. and George W. Whiteman. During World War II was in U. S. service; returned to owner, George W. Whiteman, Gretna, La., in 1949.

H. A. Bayless

Steam towboat, steel hull, twin props. b. Ironton, Ohio, by Mt. Vernon Bridge Co., 1944. For details of construction see ATTU. Originally a DPC towboat chartered during the war to Ashland Oil and named MIDWAY ISLANDS. Defense Plant Corp. sold her to Sohio Petroleum, June, 1946, who renamed her SOHIO SOUTHERN. On Feb. 25, 1949, sold to the American Barge Line and given present name.

H. A. Gehres

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Calmes Engineering Co., 1947. 80.6 ft. long. Cooper-Bessemer 8 cyl. 9 x 10½ diesel 720 hp. at 900 rpm., supercharged. This was the first boat equipped with the Gehres Drive. Owned by Calmes Engineering Co., New Orleans, La.

H. C. Cadmus

Steam hawser tug, steel hull, single prop. b. Camden, N. J., 1899. 136 x 26.1 x 15.5. Develops 1000 hp. Originally named ECHO, then JOHN SCULLY and under present name was operated by Mobile, Ala., parties. Acquired by present owner 1947 from U. S. Maritime Commission at Seattle, Wash. Owned by George W. Whiteman, Gretna, La.

H. C. Jackson

Diesel hawser tug, steel hull, single prop. b. Mobile, Ala., 1946. 80 x 18 x 10. Cooper-Bessemer diesel 400 hp. Owned by Jackson-Hope Towing Co., Mobile, Ala.

H. C. Whiteman

Diesel hawser tug, steel hull, single prop. b. West Bay City, Mich, 1892. 99 x 23.3 x 11. Originally a steam tug named W. G. WILMOT, later purchased by Coyle and renamed W. G. COYLE. Was rebuilt and converted to diesel in 1937 getting Cooper-Bessemer 7 cyl. 15½ x 22 diesel 900 hp. at 300 rpm. Work done at Coyle yard, Algiers, La. She then was the largest single screw tug operating in Gulf waters with diesel propulsion. At beginning of the war she was sold to the U. S. and was renamed COL. JOHN DECAMP BALL. Resold at public sale to present owner, George W. Whiteman, Gretna, La., who gave her the present name in 1947.

H. E. Lewis

Steam towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1943. For details of construction see ATTU. This towboat, originally named GUAM, was the first of the series launched Aug. 17, 1943. Trial trip run Nov. 11, 1943. Was chartered to Mississippi Valley Barge Line who turned her back to Defense Plant Corp. mid-August, 1945. Sold to Jones & Laughlin Steel

Corporation, Pittsburgh, Pa., in May, 1947, and name changed shortly thereafter.

H. F. DeBardeleben

Diesel hawser tug (equipped with towing knees), steel hull, single prop. b. Madisonville, La., by Equitable Equipment Co., 1940. 76 x 23 x 8.5. National Superior 8 cyl. 12½ x 15 diesel 600 hp. Owned by Coyle Lines Incorporated, New Orleans, La.

H. G. Koch

Diesel hawser tug, steel hull, prop. b. New Orleans, 1932. 48.7 x 11.7 x 6. 100 hp. Owned by Koch-Ellis Marine Contractors, New Orleans, La.

H. J. Wallau

Steam towboat, wood hull, sternwheel. b. Jefferson City, Mo., 1928. 87.2 x 20.2 x 4. 150 hp. Owned by Jefferson City Sand Co., Jefferson City, Mo.

H. O. Penick

Diesel ferry, catamaran steel hull. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1916. 115.2 x 28 x 7.2. Originally steam, was converted to diesel in 1949. Carries 250 passengers and 30 automobiles. Owned by Napoleon Ave. Ferry Co., New Orleans, La.

H. S. Hennen

Diesel towboat, steel hull, single prop. b. Grafton, Ill., 1923. 60 x 15 x 4.5. Enterprise diesel, 6 cyl., 12 x 15, 360 hp. at 350 rpm. Originally owned by Capt. J. J. Hennen and was 100 hp. Sold to Missouri Valley Bridge & Iron Co. and then to Blaske Lines, Alton, Ill. Vessel was completely rebuilt 1939 and powered with Cooper-Bessemer 300 hp. engine which was removed fall of 1945 and present power installed.

H. T. DeBardeleben

Diesel hawser tug (equipped with towing knees), steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Co., 1940. 77 x 23 x 9. National Superior 600 hp. diesel. This is the second tug of the name: first one was wrecked in April, 1934, in the Jetties. Owned by Coyle Lines Incorporated, New Orleans, La.

H. T. Pott

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1933. 140 hp. Fairbanks-Morse engine. 58 x 15 x 5.5. Owned by Massman-Peterman Co., St. Louis, Mo.

Harbor Point

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1929. 88' x 18'1" x 4'7". General Motors 6 cyl. 4½ x 5 diesels total 230 hp. at 1800 rpm. Originally named SUNCO A-4 owned by Standard Unit Navigation Co., Nashville, Tenn. Later converted to side-wheel towboat and given present name by Mid-Continent Barge Line. Present owner bought her after another conversion. Now owned by Ashland Oil & Refining Co., Ashland, Ky.

Harbour I

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., 1941. 36 x 10 x 3.7. 150 hp. Originally owned by Weygandt and Putnam who sold her in 1948 to present owner, Edw. E. Gillen Co., Milwaukee, Wis.

Hardy L. Roberts

Diesel towboat, steel hull, single prop. b. Tell City, Ind., by Maxon Construction Co., 1948. 100 x 28 x 10. General Motors diesel 1600 hp. Owned by Roberts Towing Co., Paducah, Ky. Note: This is the second vessel of the name; original now is HATTIE R. (see).

Harriet

Steam towboat, wood hull, sternwheel. b. Wabasha, Minn., 1906, and rebuilt at Kahlke yard, Rock Island, Ill., 1946. 106 x 25.5. Engines 10's-5 ft. stroke from MOUNT CLARE made by Buckeye Engine & Foundry Co., Keokuk. Two boilers by Winona Boiler Works new 1911. Equipped with a centrifugal sand pump. Originally named PARK BLUFF. Present owner bought her in 1922, renamed her: Molo Sand & Gravel Co., Dubuque, Iowa.

Harry Dyer

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1949. 116 x 30 x 12.5. General Motors 16 cyl. diesels total 2500 hp. Owned by Chotin and Pharr, New Orleans, La.

Harry K.

Diesel tug, steel hull, single prop. b. New Orleans, La., 1904. 55.6 x 11.3 x 6. Hendry diesel installed 1948, 200 hp. Reduction gear ratio 3 to 1. Originally steam tug PICAYUNE, then steam tug JOSEPHINE TULLY. Owned now by Koch-Ellis Marine Contractors, New Orleans, La.

Harry R. Harris

Diesel towboat, steel hull, twin props. b. Minneapolis, Minn., by Harris Boat Co., 1949. 52 x 13 x 5. Buda diesels total 400 hp. Owned by Harris Boat Co., Minneapolis, Minn.

Harry Simpson, Jr.

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1943. 102 x 23 x 8. Cooper-Bessemer 8 cyl. 13 x 16 diesel 810 hp. at 450 rpm. Owned by Simpson Towing Co., Charleston, Mo.

Harry Truman

Diesel towboat, steel hull, twin props. b. Westwego, La., by Avondale Marine Ways, Inc., 1947-48. General Motors Type 16-278-A diesels total 3200 hp. Vessel is designed as member of an integrated unit consisting of the HARRY TRUMAN, 9 barges, and a rake-end bow piece. Total length, assembled, 1200 ft. and width 54 ft. Avondale built HARRY TRUMAN and rake-end. Five large barges were built by American Bridge Co. One medium-sized barge and three smaller ones were built by Ingalls Shipbuilding Corp. Capacity of the unit is maximum of 12,000 tons. Vessel christened by Miss Margaret Truman, daughter of the president of the U. S., Feb. 7, 1948. On March 8, 1949,

this vessel left New Orleans with avowed intent of breaking record of the famed ROBT. E. LEE to St. Louis and came near doing it but hauled in one hour 16 minutes late. Owned by Inland Waterways Corp., St. Louis, Mo.

Harry Z.

Diesel towboat, steel hull, split sternwheel. b. Hays, Pa., by John Eichleay, Jr. Co., 1921. 132.2 x 29 x 5.5. Fairbanks-Morse engine, 450 hp. Originally a steam towboat named CAPTAIN CHAS. D. HARRIS and belonged to the U. S. Engineer Corps. Zubik Towing Co. bought the vessel at public sale, converted her, in 1942. Owned by Zubik Towing Co., Pittsburgh, Pa.

Harvey

Diesel towboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville Bridge Co., 1923. 92 x 26.8 x 4.3. Fairbanks-Morse engine 420 hp. Originally owned by T. L. Herbert & Son, Nashville, Tenn. and was 240 hp. Owned by W. G. Bush & Co., Nashville, Tenn.

Harvey

Diesel towboat, wood hull, twin props. b. Waverly, Mo., 1939. 43.5 x 15.3 x 2.9. Caterpillar diesels total 230 hp. Owned by Pine Bluff Sand & Gravel Co., Pine Bluff, Ark.

Harvey E. Blackshear

Diesel hawser tug, wood hull, twin props. b. Benton Harbor, Mich., by Robinson Marine, 1947. 52 x 12.5. Gray Marine diesels total 450 hp. Owned by Freeport Sulphur Co., Port Sulphur, La.

Harvey McGeorge

Diesel towboat, steel hull, twin props. b. Leavenworth, Kansas, by Missouri Valley Steel, Inc., 1946. 54 x 16 x 5. Caterpillar diesels total 230 hp. 2-1 reduction gear. Owned by Pine Bluff Sand & Gravel Co., Pine Bluff, Ark.

Hattie R.

Diesel towboat, composite hull, sternwheel. b. Paducah, Ky., 1934. 75.2 x 18 x 3.8. National Superior diesel 215 hp. Originally named HARDY L. ROBERTS owned by Roberts Towing Co., sold to American Aggregates Co. who resold her, 1949, to present owner. Renamed June, 1950. Owned by Igert, Inc., Paducah, Ky.

Havana Zephyr

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1945-46. 129 x 29 x 9. Twin National Superior diesels total 2,000 hp., supercharged. Named for Havana, Ill. Owned by Streett Towing Co., St. Louis, Mo.

Hazel G.

Diesel towboat, wood hull, twin props. b. Annapolis, Md., by Annapolis Shipbuilding Corp., 1945. 38.9 x 12 x 3.6. General Motors 8 cyl. 6½ x 7 diesels total 1000 hp. at 1270 rpm. Reduction gear 2½ to 1. Owned by E. C. Gaines, Elizabethtown, Ill.

Hazel-W.

Diesel hawser tug, steel hull, prop. b. Houston, Tex., 1940. 57.4 x 16.5 x 7. 220 hp. Owned by Wilkins Barge Line, Houston, Texas.

Helen B.

Diesel towboat, wood hull, sternwheel. b. Clarington, O., by Charles Cook, 1934. 65 x 16. General Motors 6 cyl. 4¼ x 5 diesel delivers 130 hp. at 1600 rpm. Reduction gear. Powhatan Transportation Co. sold her to Powhatan Mining Co., Powhatan, O., 1948. Present engine installed January, 1949.

Helen M.

Diesel towboat, steel hull, prop. b. Houston, Texas, 1940. 57.6 x 16.6 x 7.5. 200 hp. Owned by Barge Transport Co., Houston, Texas.

Helen Stiers

Diesel towboat, steel hull, prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1939. 54.2 x 14.2 x 4. 150 hp. engine. Owned by Modern Sand & Gravel Co., St. Louis, Mo.

Helen V.

Motor towboat, steel hull. 36 x 10 x 3.5. 150 hp. Owned by Cunningham & Kiewit, Omaha, Neb.

Helen Z.

Diesel towboat, steel hull, split sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1911. 116 x 25 x 5.3. Fairbanks-Morse engine, 450 hp. Originally steam towboat LIEUT. AUGUSTIN of U. S. Engineer Corps, converted to diesel by present owner, Zubik Towing Co., Pittsburgh, Pa.

Helena

Diesel towboat, steel hull, twin props. b. Midland, Pa., by Midland Barge Co., 1938. 148.4 x 40.1 x 8.1. General Motors diesels each 1800 hp. at 900 rpm. with 2.6 to 1 reduction gears, deliver approximately 2500 push hp. These and Kort nozzles placed at St. Louis Shipbuilding and Steel Co., 1947, in a conversion program. Vessel originally was steam with triple expansion condensing engines (See I.R.R.-1946). Owned by Inland Waterways Corporation, St. Louis, Mo.

Henry A. Laughlin

Steam towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1931. 155.3 x 29.5 x 9. Triple expansion condensing engines, 10" x 17" x 21¼" by 18" stroke, 750 hp. Babcock & Wilcox boilers, 100 deg. superheat. Duplicate of JAMES A. RANKIN, see. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa. This is the second towboat of the same name: original b. 1905, see ALLEGHENY for details.

Henry C. Ogram

Diesel towboat, steel hull, twin props. b. Blair, Neb., by Petersen & Haecker, Ltd., 1942. 65.9 x 22 x 7. National Superior 8 cyl. 8½ x 10½

diesels total 640 hp. at 575 rpm. Originally owned by Omaha Barge & Towing Co. and named for one of the partners of the firm. Sold to Ashland Oil & Refining Co., Ashland, Ky.

Henry J. II

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1948. 38 x 11 x 4. General Motors 6 cyl. 4¼ x 5 diesel delivers 135 hp. at 1800 rpm. Reduction gear 3 to 1. Owned by Quincy Sand Co., Quincy, Ill.

Henry L. Hillman

Diesel towboat, steel hull, twin props. b. Brownsville, Pa., by Hillman Barge and Construction Co., 1949. 145 x 28 x 9. G-M diesels total 1000 hp. Kort nozzles. Owned by Hillman Transportation Co., Pittsburgh, Pa.

Henry S. Sturgis

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1943. 143.2 x 36.1 x 6.6. Fairbanks-Morse 7 cyl. 14 x 17 diesels total 1610 hp. at 275 rpm. Direct drive. Probably the ultra in streamlining with engines set well aft to procure short prop shafting. Owned by Ohio River Co., Cincinnati, O.

Herbert O. Hoefle

Diesel hawser tug, wood hull, twin props. b. Benton Harbor, Mich., by Robinson Marine, 1947. 52 x 12.5. Gray Marine diesels total 450 hp. Owned by Freeport Sulphur Co., Port Sulphur, La.

Hercules

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Tex., by Gulfport Boiler and Welding Works, 1938. 88.7 x 22 x 8.6. Atlas Imperial 6 cyl. 15 x 19, 4 cycle engine, 700 hp. Owned by Sabine Towing Co., Port Arthur, Tex.

Hercules

Diesel hawser tug, steel hull, single prop. b. Morgan City, La., 1944. 78.5 x 20.7 x 10. Cooper-Bessemer 8 cyl. 13 x 16 diesel 700 hp. at 400 rpm. Owned by McWilliams Dredging Co., New Orleans, La.

Herman Colle

Diesel hawser tug, wood hull, single prop. b. Pascagoula, Miss., 1934. 53 x 16.4 x 5.9. Atlas Imperial 6 cyl. 4 cycle, 10 x 13 diesel, 220 hp. Owned by Colle Towing Co., Pascagoula, Miss.

Hermes

Diesel hawser tug equipped with Enterprise 8 cyl. 12 x 15 diesel 800 hp. at 400 rpm. Owned by Intracoastal Towing Co., Houston, Texas.

Hermitage

Diesel hawser tug, steel hull, single prop. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding & Drydock Co., 1943. 45'2" x 12'9". Kahlenberg diesel 150 hp. Originally in U. S. Army Transportation

Corps designated ST-179. Owned by Corps of Engineers, New Orleans, La.

Heron

Motor tender, steel hull, single prop. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1945. 45'0" x 12'5½" x 7'1½". Buda diesel, 200 hp. Originally built for Transportation Corps, U. S. Army, transferred to U. S. Engineer Corps, Mobile, Ala., in 1946.

Heron

Diesel patrol boat, wood hull, prop. Nobody seems to know where or when built. 38 x 12 x 3.5. Superior diesel 140 hp. Owned by State of Louisiana, Dept. of Conservation, New Orleans, La. and transferred 1947 to same owner, Baton Rouge, La.

Hickory

Diesel dredge tender, steel hull, single prop. b. New Orleans, La., by Calmes Engineering Co., 1948. 46'1" x 12'5" x 5'3". Buda 8 cyl. diesel. Corps of Engineers, Memphis, Tenn.

Hines Zephyr

Diesel towboat, steel hull, sternwheel. b. Paducah, Ky., at Koppers Marine Ways, 1943. Fairbanks-Morse diesel 240 hp. formerly on mv. JANE RHEA. Hull from F. W. OLCOTT (b. Paducah, 1930) which later was ALICE ATKINS. Originally owned by Indiana Farm Bureau and was named IVAN HARRIS. James R. Hines Corp., Bowling Green, Ky., bought her in 1948, gave her the present name.

Hiway

Diesel ferry, steel hull, single prop. b. Slidell, La., 1927. 100.3 x 36 x 4.5. Fairbanks-Morse diesel, 160 hp. placed in 1932. Prop 54" x 32". Owned by Francis Waguespeck, Litcher, La.

Holland

Diesel towboat, wood hull, sternwheel. b. Clarington, O., 1922. 60.4 x 15.6 x 3.3. Oil engine 60 hp. Originally named GRAVEL BOY owned by Ohio River Sand & Gravel, then Zubik, then Frank Powers. Had other owners (see IRR-48) until bought in 1947 by Robert and Harry Brown, Pittsburgh. Resold 1949 to Ernest Johnston, Shippingport, Pa.

Homestead

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and completed at Coal Valley, Pa., marine ways, 1922. 147.5 x 33.4 x 5.2. Condensing engines, 15's, 30's-7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Originally named A. O. ACKARD, re-named in mid-September, 1945. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa. This is the second vessel of the name: original may be discovered by referring to W. H. COLVIN, JR.

Hood

Survey boat, steel hull, twin props. b. Greenville, Miss., by Greenville Manufacturing & Machine Works, 1942. 45'1½" x 16'1" x 4'9". Two

Red Wing, Big Chief super-six gasoline engines, 240 hp. at 1000 rpm. Owned by U. S. Engineer Corps, Vicksburg, Miss.

Horace E. Horton

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Ship Yard and Dry Dock Co., 1940. 110 x 24 x 8.3. Fairbanks-Morse engines total 1200 hp. Lowering pilothouse for Illinois River. Owned by John I. Hay Co., Chicago, Ill.

Hough-Cowgur No. 13

Motor towboat, wood hull, prop. b. Peoria, Ill., 1928. 39.1 x 10 x 2.4. 110 hp. Owned by Hough-Cowgur & Co., St. Louis, Mo.

Hough-Cowgur No. 41

Motor towboat, wood hull, prop. b. Omaha, Neb., 1934. 35.4 x 10.4 x 2.7. 110 hp. Owned by Hough-Cowgur & Co., St. Louis, Mo.

Huck Finn

Diesel towboat, steel hull, twin props. b. Slidell, La., by Canulette Ship Building Co., 1939. 148.8 x 40 x 8.1. General Motors diesels 1800 hp. at 900 rpm. total 2500 hp. with 2.6 to 1 reduction gears. These engines placed during reconversion program at Avondale Marine Ways, Inc., 1947. Automatic pilot, first on inland rivers, installed on this vessel in November, 1947. Vessel originally steam with triple expansion condensing engines (see I.R.R.-1946). Owned by Inland Waterways Corporation, St. Louis, Mo.

Hudson

Diesel tender, steel hull, single prop. b. Portsmouth, N. H., at U. S. Navy Yard, 1934. 110'5" x 24'0" x 12'7". McIntosh & Seymour 12½ x 13 diesel 530 hp. at 550 rpm. Diesel-electric drive. U. S. Coast Guard, New Orleans, La.

Hugh C. Blaske

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1927. 114.5 x 24 x 5.1. Atlas Imperial engines total 800 hp. Originally named F. H. HILLIARD, owned by U. S. Engineer Corps., Chicago, Ill., and had Bethlehem 240 hp. diesel. Sold to present owner who entirely built the boat at Chicago, placed larger engine in 1940, changed the name. Now owned by Blaske Lines, Alton, Ill.

Hulda

Diesel hawser tug, wood hull, single prop. b. Prosper, Ore., 1911. 70 x 19.2 x 6. Fairbanks-Morse diesel 320 hp. Originally owned by Portland Tug & Barge Co. and brought to New Orleans 1950 by present owner, Marine Contracting Co., New Orleans, La. (Note: these details have not been checked.)

Hulett

Motor towboat, wood hull, sternwheel. b. Beardstown, Ill., 1926. 58.7 x 13.2 x 2. 100 hp. Owned by Hulett Transportation Co., Lockport, Ill.

*Humnick. Was steam change to 1500 diesel
by owner J. Smith & Son N. O. La.*

Husky

Diesel towboat, steel hull, twin props. b. Paducah, Ky., on river bank by F. W. Olcott, 1937. 90 x 22 x 6. Superior 8 cyl. 9 x 12 diesel 700 hp. Direct drive. Kort nozzle. Owned by Canton Towing Co., Canton, Mo. Note: Former HUSKY NO. 2 became KILLDEE now dismantled and HUSKY NO. 3 burned at Natchez Island, Aug. 26, 1944.

I. T.

Motor towboat, steel hull, single prop. b. 1939. 38 x 10.5 x 3. Caterpillar diesel 100 hp. Originally owned by Missouri Valley Bridge & Iron Co. and sold to Missouri Valley Constructors, Inc., Leavenworth, Kansas. Spent 1947 at Garrison, N. D.

I. Lamont Hughes

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and completed at Coal Valley, Pa., marine ways, 1919. 147.5 x 33.4 x 5.2. Condensing engines, 15's, 30's-7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Originally named H. D. WILLIAMS. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

Iatan

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., at U. S. Engineer Boatyard, 1945. 43' x 12' x 5'7½". Gray Marine 6 cyl. diesel, 165 hp. at 1900 rpm. Duplicate of the GRAND, WOLF, TABO, TAV-ERN, see. Owned by U. S. Engineer Corps, Kansas City, Mo.

Iliff

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by owner, 1943. 60.5 x 18.3 x 7. Cummins diesel 360 hp. Owned by Parker Bros. & Co., Houston, Texas.

Illini

Diesel towboat, steel hull, triple props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1949. 115 x 30 x 10.2. Cooper-Bessemer 6 cyl. 13 x 16 diesels supercharged total 2200 hp. at 400 rpm. Westinghouse pilothouse control on all three engines. Owned by Illinois Farm Supply Co., Kingston Mines, Ill.

Illinois

Steam towboat, steel hull, twin props. b. Stillwater, Minn., by Marietta Manufacturing Co., 1921. 230 x 58 x 8. Triple expansion condensing engines 16" x 26" x 32" x 32" by 24" stroke, 2400 hp. at 185 rpm. Props 8'8" dia. Originally built as a sternwheel boat, one of a series of four (others are IOWA, MINNESOTA, MISSOURI), designed for towing on the upper Mississippi. All four towboats subsequently were converted to steam prop boats. Powered originally with engines 24's, 48's-8 ft. stroke; paddlewheel was 24 ft. dia, 38 ft. long, worked 12 buckets with 4 ft. dip. Since conversion ILLINOIS towed four barges to Kansas City, Mo., arriving there April 11, 1950, this being the largest vessel to arrive there in several generations. Owned by Inland Waterways Corporation.

Inca

Diesel towboat, steel hull, twin props. b. Sturgeon Bay, Wis., by Stur-

geon Bay Shipbuilding and Dry Dock Co., 1941. 61 x 24 x 5.6. National Superior engines total 700 hp. Owned by Indian River Lines, Wilmington, Del.

Incor

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1928. 114.2 x 26.3 x 6.8. Fairbanks-Morse engines total 720 hp. Owned by Lone Star Cement Corp., New Orleans, La.

Independent

Steam hawser tug, steel hull, single prop. b. Port Richmond, N. Y., by W. J. Burlee, 1901. 96.2 x 21 x 12.5. Compound engine, 20 x 40 with 30" stroke, 1000 hp. Owned by New Orleans Coal & Bisso Towboat Co., New Orleans, La.

Indiana

Diesel ferry, wood hull, sternwheel. b. Metropolis, Ill., 1928. 64.3 x 30 x 3.6. Cummins diesel 150 hp. installed 1946. Originally named PADUCAH and owned by Clyde Randolph. Now owned by McKay Bros., Carrollton, Ky., and in ferry service with the OHIO, see.

Indiana

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1930. 191 x 40.6 x 8. General Motors diesels power electric drive total 3600 hp. Originally steam (see IRR-48) and changed in 1948. Kort nozzles added at Dravo, 1946. Owned by Mississippi Valley Barge Line, St. Louis, Mo.

Inquirer

Motor towboat, steel hull, prop. b. Owensboro, Ky., 1908. 89 x 17.8 x 3. 120 hp. engine. Originally a fast passenger boat owned by Crescent Navigation Co. at Owensboro in connection with an interurban trolley line. Converted to towing by Wolf River Transportation Co., Memphis, Tenn.

Intracoastal

Diesel towboat, steel hull, prop. b. Harvey, La., 1945. 68.8 x 20 x 3. Atlas diesel 400 hp. Owned by Allen Boat Co., New Orleans, La.

Invader

Diesel towboat, steel hull, twin props. b. Memphis, Tenn., by Industrial Marine Service, Inc., 1947. 126 x 34.5 x 11. Built on an LSM hull with upper works from an LSI, somewhat shortened and towing knees added. Two Fairbanks-Morse opposed piston engines total about 2000 hp. Owned by Industrial Marine Service, Inc., Memphis, Tenn.

Invincible

Motor tug, wood hull, prop. b. Chauvin, La., 1939. 44.4 x 14 x 4. 100 hp. Owned by Horace Dufrene, Des Allemands, La.

Iowa

Steam towboat, steel hull, twin props. b. Stillwater, Minn., by Marietta

Manufacturing Co., 1921. 230 x 58 x 8. Triple expansion condensing engines, 16" x 26" x 32" x 32" by 24" stroke, 2400 hp. at 185 rpm. Water tube boilers, oil burners. Originally a steam sternwheel towboat (described under ILLINOIS, which see). Converted to prop at New Orleans, spring 1937. Owned by Inland Waterways Corp., St. Louis, Mo.

Iowa

Steam towboat, wood hull, sternwheel. b. Clinton, Iowa, 1932. 90.1 x 21 x 3.5. Engines 10's-4 ft. stroke. Owned originally by Schneider Sand & Gravel Co. and later sold to Fred R. McKenzie of Galesburg, Ill.

Iowa

Diesel towboat, steel hull, single prop. b. Lockport, La., 1941. 82.5 x 19.6 x 6.7. Cooper-Bessemer 6 cyl. 15½ x 22 diesel 510 hp. at 400 rpm. Has a special propeller developed by Bollinger Machine Shop & Shipyard, Lockport, La., and installed 1945. Owned by Barker Barge Line, Lockport, La.

Irene Chotin

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1941. 128.5 x 28 x 8.5. Cooper-Bessemer 8 cyl. 13 x 16 diesels total 1600 hp. at 450 rpm. This was the first river-type towboat to reach Corpus Christi, Texas, on a regular business trip, arriving there on December 1, 1949, a real milestone in river history. Owned by Chotin & Pharr, Inc., New Orleans, La.

Iron Duke

Diesel tug, steel hull, twin props. b. Pt. Pleasant, W. Va., 1935. 80.3 x 18 x 4. Cummins diesels total 300 hp. Originally steam. Owned by Ohio and Kanawha Transportation Co., Cincinnati, O. Note: First steamer IRON DUKE was b. Charleston, W. Va., 1875; another in 1912.

Irven E. Hanson

Diesel hawser tug, wood hull, twin props. b. Benton Harbor, Mich., by Robinson Marine, 1947. 52 x 12.5. Gray Marine diesels total 450 hp. Owned by Freeport Sulphur Co., Port Sulphur, La.

J. Harvey Ross

Motor passenger vessel, wood hull, prop. b. St. Joseph, Mich., 1938. 49.5 x 11.8 x 3. 320 hp. engine. Formerly named PLIOCENE. Owned by Freeport Sulphur Co., New Orleans, La.

J. Sidney Broussard

Motor passenger vessel, wood hull, prop. b. Benton Harbor, Mich., 1935. 44 x 10.4 x 3. 320 hp. engine. Originally named EOCENE II. Owned by Freeport Sulphur Co., New Orleans, La.

J. A. Bisso

Diesel hawser tug, steel hull, single prop. b. Sorel, Quebec, by La Cie Pontbriand, Ltd., 1906. 102.3 x 23.7 x 9.5. Cooper-Bessemer 8 cyl. 15½ x 22 diesel 1000 hp. at 300 rpm. Originally a steam tug named ALASKA (British registry) and had triple cylinder 15½ x 24 x 40 with 30" stroke, 1200 hp. Capt. W. A. Bisso bought her from Canada about 1918 and

operated her as a steam tug until 1945 when she was converted to diesel by Calmes Engineering Co. Owned by New Orleans Coal and Bisso Towboat Co., New Orleans, La.

J. B. Simpson

Diesel towboat, steel hull, twin props. b. Pascagoula, Miss., by F. B. Walker & Sons Shipyard, 1947. 110 x 30 x 10.5. Cooper-Bessemer 8 cyl. 10½ x 13½ diesels total 1860 hp. at 750 rpm. and were taken from USS DYNAMIC (PC-1595). Simpson Towing Co., the original owner, sold her to A. L. Mechling Barge Lines, Inc., Joliet, Ill., in 1948.

J. C. Andries

Diesel hawser tug, steel hull, twin props. b. Port Arthur, Texas, by Gulfport Shipbuilding & Drydock Corp., 1947. 64 x 16 x 8. General Motors diesels total 330 hp. Owned by Harms Marine Service, Inc., Orange, Texas.

J. C. McClain

Diesel towboat, wood hull, sternwheel. b. Point Marion, Pa., 1924. 71 x 18 x 3.8. Buda engine 150 hp. Originally was a steam vessel operated by a chain drive to paddlewheel. Owned by McClain Sand Co., Point Marion, Pa.

J. D. Ayres

Steam towboat, steel hull, sternwheel. b. Midland, Pa., by Midland Barge Co., 1929. 151 x 34.7 x 6. Condensing engines, 15's 30's-7 ft. stroke, 750 hp. Four boilers, return flue, automatic stokers. Paddlewheel is 19'4" dia. by 23 ft. long, 13 buckets, 40" dip. Owned originally by Union Barge who sold her, August, 1947, to Island Creek Fuel and Transportation Co., Huntington, W. Va.

J. G. Falcon

Motor towboat, wood hull, prop. b. Chicago, Ill., 1926. 43 x 12 x 5.5. Cummins diesel, 150 hp. Originally named ENVOY. Owned by Falcon Marine Co., Evanston, Ill.

J. H. Cenac

Diesel hawser tug, steel hull, single prop. b. Houma, La., 1938. 55 x 15.1 x 4.5. Cooper-Bessemer 6 cyl. 7½ x 10½ diesel 150 hp. at 500 rpm. Sold to Berwick Bros. of Port Arthur, Texas, in 1947 and recently sold to Robbins Stevedoring Co., Port Arthur, Texas.

J. H. Duffy

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1938. 130 x 30 x 8.5. Busch-Sulzer engines total 900 hp. Streamlined and air conditioned. Owned by Ohio River Sand Co., Louisville, Ky.

J. H. Hillman

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co., 1927. 148.2 x 33.4 x 5.9. Condensing engines, 16's, 32's-7 ft. stroke by Marietta Mfg. Co., 750 hp. Five return flue boilers, coal burner. Owned by Hillman Transportation Co., Pittsburgh, Pa.

J. J. McCarthy

Diesel hawser tug, iron hull, single prop. b. Baltimore, Md., 1891. 96.5 x 20 x 9.1. Completely rebuilt at Harms & Smailhall Shipyard, Orange, Texas, in 1949. General Motors 12 cyl. 8¾ x 10½ diesel 1250 hp. at 300 rpm. Reduction ratio 2.75 to 1. Originally steam tug ATLAS of Intercoastal Towing & Transportation Co. Owned by Harms Marine Service, Orange, Texas.

J. L. Beatty

Diesel towboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1924. 100 x 23 x 5 (moulded). Two Winton diesels, 6 cyl., 110 hp. at 450 rpm. Diesel-electric drive. Originally owned by U. S. Engineers at Mobile, Ala., and named J. B. BATTLE, later transferred to Louisville. Sold July 14, 1947, to Capt. Selby Turner, Madison, Ind., who resold to Capt. John L. Beatty, Cincinnati, who renamed her.

J. L. Perry

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and completed at Coal Valley Pa., marine ways, 1927. 147.7 x 33.4 x 6.1. Condensing engines, 15's, 30's-7 ft. stroke, 750 hp. Four return flue boilers, Foster superheaters, Paracoil evaporators. Coal burner. Sternwheel 22 ft. wide, 21 ft. dia., five flanges, 14 buckets, each 36" dip. Hex shaft 12¼" dia. Originally named ALLEGHENY, renamed in June, 1945. This is the second vessel to bear the name J. L. PERRY: first may be discovered by referring to W. P. SNYDER, JR., in this book. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

J. M. Jones

Steam towboat, steel hull, sternwheel. b. St. Louis, Mo., 1881. 140 x 36 x 4.7. Engines 15's-4'3" stroke, coal burner. Originally a snagboat owned by U.S.E. and named C. W. HOWELL, sold to present owner in early 1935. Vessel was completely rebuilt in 1920. Owned by J. M. Jones Lumber Co., Natchez, Miss.

J. M. Leithead

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1918. 157.2 x 26 x 5. Winton diesels being placed 1950 to total 1200 hp. Originally a steam towboat built by Carnegie Steel Co. and named CLAIRTON, renamed KANAWHA, then ALICIA. The Monessen Coal & Coke Co. renamed her HENRY A. ROEMER in June, 1936. Sold to Hillman Transportation Co. who gave present name in August, 1944, sold her to present owner spring of 1950. Owned by Charles Zubik & Sons, Inc., Pittsburgh, Pa.

J. S. McKee

Motor towboat, wood hull, sternwheel. b. Metropolis, Ill., 1923. 61.8 x 16 x 3. 60 hp. Owned by McKee Button Co., Muscatine, Iowa.

J. S. Otis

Diesel hawser tug, wood hull, single prop. b. Biloxi, Miss., 1940. 49.7 x 15.3 x 5.2. Fairbanks-Morse diesel 180 hp. installed spring 1947

by owner A. J. Cenac, Houma, La. Reported sold January, 1948, to undetermined new owner in Port Arthur, Texas.

J. T. Hatfield

Steam towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1927. 130.1 x 35.1 x 5.1. Condensing engines, 15's, 30's-6½ ft. stroke, 600 hp. Stoker fired coal burner. Originally named GENERAL ASHBURN, owned by Inland Waterways Corp. Sold to Ohio & Kanawha Transportation Co., Cincinnati, Ohio, 1941, and renamed spring of 1945. This is the second vessel to bear the name J. T. HATFIELD: original b. 1904, wood hull, dismantled 1935.

J. W. Bedford

Diesel towboat, steel hull, twin props. b. Tell City, Ind., by Maxon Construction Co., 1950. 116 x 27 x 8.5. Enterprise 8 cyl. diesels total 900 hp. at 350 rpm. Owned by Bedford Nugent Co., Inc., Evansville, Ind.

J. W. Terry

Steam hawser tug, steel hull, single prop. b. Port Richmond, N. Y., by Burlee Dry Dock Co., 1904. 85.5 x 22.1 x 8.5. Engine 230 hp. Originally named T. J. SCULLY. In 1939 owned by Gulf, Colorado & Santa Fe Ry. Co. and operated out of Galveston, Texas. Now owned by George W. Whiteman, Gretna, La.

Jack

Diesel hawser tug, wood hull, prop. b. Pascagoula, Miss., 1936. 54 x 16.2 x 6.1. Atlas diesel, 220 hp. Originally named A. J. CENAC. Owned by Louisiana Materials Co., Inc., New Orleans, La., until transferred 1949 to Stevens & Co., New Orleans, La.

Jack Don

Diesel towboat, steel hull, twin props. b. (converted LSM) 1949. 136.3 x 34 x 10.6. Fairbanks-Morse 10 cyl. diesels total 3200 hp. Reduction ratio 3 to 1. Owned by B & M Towing Co., Houston, Texas.

Jack Lawton

Diesel hawser tug, steel hull, single prop. b. 1931. 43 x 12 x 5. Atlas Marine engine, 7½ x 10½, 6 cyl., 120 hp. Owned by W. T. Burton Co., Inc., Sulphur, La.

Jackie

Diesel towboat, steel hull, twin props. b. Cape Girardeau, Mo., 1928, with a wood hull. Completely rebuilt and steel hull placed at Omaha, Neb., in 1949. Now measures 60 x 20 x 5. Originally had Holt gas engines, then Gray Marines, and now has two Murphy diesels rated 165 hp. each. Owned by Omaha Dredge & Dock Co., Omaha, Neb.

James

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., by U. S. Engineer Dept., 1945. 42.5 x 11 x 5.6. Gray Marine diesel engine, 165 hp. Owned by U. S. Engineer Corps, Omaha, Neb.

James A. Rankin

Steam towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1931. 155.3 x 29.5 x 9. Triple expansion condensing engines, 10" x 17" x 21¼" x 18" stroke, 750 hp. B. & W. steam generators, 100 deg. superheat. Duplicate of the HENRY A. LAUGHLIN, see. Originally named VESTA (second so named: first was wood hull b. 1902, renamed HERCULES, dismantled 1934) she was renamed in May, 1948, to honor retired assistant superintendent of river transportation of the Jones & Laughlin Steel Corp., Pittsburgh, Pa., the owner.

James E. Graham

Diesel towboat, steel hull, single prop. b. Memphis, Tenn., 1941. 86 x 19 x 7. Cooper-Bessemer 8 cyl. 13 x 16 diesel 810 hp. at 450 rpm. installed 1947 replacing F-M 450 hp. Owned by Industrial Marine Service, Memphis, Tenn.

James P. Pearson

Steam towboat, wood hull, sternwheel. b. Moline, Ill., 1898. 96 x 23.5 x 4. 200 hp. Originally named H. A. BARNARD. Was acquired by Moline Sand Co. and became a combination sand-sucker and towboat. Completely rebuilt in 1937. Now owned by Moline Consumers Co., Moline, Ill.

James L. Hale

Diesel towboat, wood hull, sternwheel. b. Jeffersonville, Ind., 1909. 75 x 16 x 3. Cummins diesel, 112 hp. Originally a steam towboat, sternwheel, ran on River River until bought by Baker Towboat Line, fall of 1912, and taken to Tombigbee River. Owned now by Demopolis Lumber Co., Demopolis, Ala.

Jas. Taylor

Diesel towboat, steel hull, prop. b. Caruthersville, Mo., by J. E. Taylor, 1928. 62 x 13.3 x 3.5. General Motors diesels 165 hp. Burned at Memphis, Jan. 18, 1949, with damaged estimated \$7,000. Rebuilding plans not yet announced. Owned by Industrial Marine Service, Memphis, Tenn.

James Y. Lockwood

Steam towboat, steel hull, sternwheel. b. McKees Rocks, Pa., 1896. 165.4 x 33 x 4.5. Engines by Marietta Mfg. Co., 15½'s, 27's-8 ft. stroke, 650 hp. Hull was built on the river bank by Schultz Bridge & Iron Co. for Kavanaugh & Lockwood of St. Louis. Here is a steamboat which has spent her life in the railroad business: when constructed, there also was built at McKees Rocks, Pa., a 4-track railroad barge, 300 x 46 x 10, owned by the Mississippi River and Bonne-Terre Transportation Co. This towboat and barge transferred railroad cars from East St. Louis to Riverside and afterwards to Crystal City, picking up empties at that point and going on to Grand Tower where they took on coal and returned, picking up other items for delivery at St. Louis and East St. Louis: all of this handled in railroad cars. Then the LOCKWOOD towed a transfer barge for the M-P Lines at St. Louis from 1908 to

1927 when the WILLARD V. KING replaced her. Today she tows transfer barges at Natchez, Miss., and is owned by Natchez & Louisiana Railway Transfer Co., St. Louis, Mo.

James Zubik

Diesel towboat, steel hull, twin props. b. Brownsville, Pa., by Hillman Barge & Construction Co. 1945. 120 x 28 x 7.5. National Superior engines total 700 hp. These engines originally were on the MINNEAPOLIS HUSKY (see REPUBLIC PITTSBURGH). Owned by Zubik Towing Co., Pittsburgh, Pa.

Jane Arden

Diesel towboat, wood hull, sternwheel. b. Madison, Ind., 1930. 70 x 20 x 3. Fairbanks-Morse diesel 200 hp. installed 1936 replacing original 100 hp. F-M. Originally named R. W. TURNER owned by Selby and W. T. Turner, Madison, Ind., Sank at Aurora, Ind., July 10, 1947, sold while sunk to John L. Beatty of Cincinnati who raised her, resold her Sept. 1947 to Portsmouth Sand & Gravel Co., Portsmouth, Ohio, who renamed her in May, 1948.

Jane Rhea

Diesel towboat, wood hull, sternwheel. b. Evansville, Ind., 1946. 65 x 20 x 4. 200 hp. Harding Bros., Evansville, sold her in 1948 to Edw. Smith, Pittsburgh, Pa. Note: this is second JANE RHEA; first b. Paducah, 1927, dismantled 1942.

Jane Smith

Diesel towboat, steel hull, single prop. b. Houston, Texas, by Smith Marine Corp., 1948. 110 x 22 x 8.3. General Motors 16 cyl. diesel 1600 hp. at 750 rpm. Falk reduction gear. Sank at Atchafalaya River at Melville, La., on May 19, 1950, drowning five crew members including her master, Capt. William R. Welden. Raising operations in progress July, 1950. Owned by Charles C. Smith Co., Houston, Texas.

Jasmine

Diesel buoy tender, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1935. 91'4" x 23'0" x 11'3". Cooper-Bessemer 6 cyl. 8½ x 10 diesels total 220 hp. at 400 rpm. Owned by U. S. Coast Guard, New Orleans, La.

Jason

Steam towboat, steel hull, sternwheel. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1940. 167 x 37.5 x 8.4. Condensing engines, 16's, 32's-10 ft. stroke, 2000 hp. Actual tests indicate 1685 push hp. Two Foster-Wheeler steam generators, oil burners. Paddle-wheel 25 ft. dia. Manufacturers sold vessel to Union Barge Line Corporation, Pittsburgh, Pa., in May, 1941. Recently had whistle from former MIRIAM WERNER placed aboard.

Java Sea

Steam towboat, steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1943. Originally DPC towboat owned by Defense Plant Corp. See ATTU for details of construction.

During the war chartered to American Barge and sold, 1947, to same firm, Louisville, Ky.

Jay Gee

Diesel hawser tug, steel hull, single prop. b. Memphis, Tenn., 1901, rebuilt 1934, and completely rebuilt 1947 by Avondale Marine Ways, Harvey, La. 74 x 15.2 x 7. Atlas Marine engine 275 hp. Originally named LUCIUS, JR., then VIRGINIA, then WOODSTOCK. Owned by Louisiana Materials Co., Inc., New Orleans, La., until transferred 1949 to Stevens & Co., New Orleans, La.

Jean

Diesel towboat, steel hull, single prop. b. Cape Girardeau, Mo., by Eddie Erlbacher, 1931. 60 x 14 x 4. Kahlenberg engine, 120 hp. 50" prop. Owned by N. Y. Central Ry. Co., Cairo, Ill.

Jean Marie

Diesel towboat, steel hull, triple props. b. Blair, Neb., by Petersen & Haecker, Ltd., 1943. 108 x 30 x 7.5. National Superior engines total 1050 hp. Designed by A. M. Deering. Owned by Lea Rvier Lines, Wilmington, Del.

Jean S.

Diesel tug, steel hull, single prop. b. 1941 for U. S. Army. 69 x 20 x 8.5. Atlas diesel 400 hp. Originally named FOX. Owned by Lake Charles Towing Co., Lake Charles, La.

Jeannette-E.

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Vance Shipbuilding Co., 1945. 85' over all length. Enterprise engine, Model DMG-38, 800 hp. at 400 rpm., turbo charged. Single prop, 76" dia. by 36-38" variable pitch. Owned by Texas Towing Co., Houston, Texas.

Jeb

Diesel hawser tug, wood hull, twin props. b. Chauvin, La., 1939. 50.4 x 15 x 5.6. General-Motors diesels total about 280 hp. Originally was single prop, converted 1949. Owned by Schwing Towing Co., Plaquemine, La.

Jefferson

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by Gulfport Boiler and Welding Works, 1938. 64.1 x 17.9 x 7.5. Atlas Imperial engine, 300 hp. Duplicate of the CAPTAIN HADEN, see. Originally owned by D. M. Picton & Co., Port Arthur, and named PICTO. Sold and renamed 1947, now owned by Magnolia Petroleum Co., Beaumont, Texas.

Jefferson

Diesel towboat, steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1942. 170 x 35 x 9. Cooper-Bessmer 8 cyl. 15½ x 22 diesels total 2000 hp. at 300 rpm. Owned by American Barge Line Co., Louisville, Ky.

Jennie Wilson

Diesel pilot tug, steel hull, single prop. b. Camden, N. J., by Dialogue, 1878. 78.5 x 18 x 8.9. Atlas Imperial diesel 575 hp. installed 1940. Prior to that date was steam. Owned by Associated Branch Pilots, New Orleans, La.

Jenny Z.

Diesel towboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville Bridge Co., 1933. 100 x 24 x 4. 350 hp. Fairbanks-Morse diesel. Originally named BOB GRESHAM and owned by Hougland Towing Co., Paducah, Ky., she struck a lockwall at Dam 48, Ohio River, during a snowstorm in the spring of 1945, and for a time was considered a complete loss. The wreck was removed by the U. S. Engineers in latter July, 1945, and the hull and equipment sold to Charles Zubik, Pittsburgh, Pa. Zubik rebuilt the boat and placed her in operation in latter 1947, giving her the present name.

Jerry

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1938. 65 x 11 x 5. Cummins 4 $\frac{7}{8}$ x 6 diesel 175 hp. at 1800 rpm. installed 1946. Direct drive. Owned by Cumberland River Sand Co., Nashville, Tenn.

Jim Martin

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Ship Yard and Dry Dock Co., 1940. 128 x 30 x 9.5. Fairbanks-Morse 5 cyl. 14 x 17 diesels total 1150 hp. at 300 rpm. Owned by Ashland Oil & Refining Co., Ashland, Ky.

Jimmy Colle

Diesel towboat, steel hull, twin props. b. Pascagoula, Miss., by Arnold V. Walker yard, 1948. 116 x 30 x 10. Worthington 8 cyl. 14 $\frac{1}{2}$ x 18 diesels total 1500 hp. at 350 rpm. Owned by Colle Towing Co., Pascagoula, Miss.

Jimmy-O

Motor towboat, steel hull, single prop. b. Kansas City, Mo., 1936. 31.3 x 8.7 x 3.5. Gray Marine diesel, 6 cyl. delivers 165 hp. at 1800 rpm. Reduction gear 2 to 1 ratio. Steers with the prop like an outboard, perhaps the first "rudderless" commercial boat on inland streams. See IRR-48 for detailed history. Owned by Central Engineering & Contracting Co., Kansas City, Mo.

Jitterbug

Diesel towboat, steel hull, single prop. 30 x 6 x 2. Wolverine engine 100 hp. Owned by Igert, Inc., Paducah, Ky.

Jo Anne McBride

Diesel hawser tug, wood hull, single prop. b. Houston, Texas, 1924. 54.5 x 14.6 x 5.5. General Motors diesel 500 hp. installed 1949. Originally LUCY D. of W. D. Haden Co., sold to John D. McBride, Slidell, La., who rebuilt her.

Joan Maher

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1950. 100 x 26 x 9. G-M 12 cyl. diesel 1200 hp. Owned by Poten, Inc., St. Louis, Mo.

Joan Patricia

Diesel towboat, wood hull, twin props. b. Joliet, Ill., by Lawrence Transportation Co., 1939. 38 x 11.7 x 4.8. Cummins engines total 250 hp., equipped with 3:1 reduction gear. Damaged in a fire at foot of Willow St., Chicago, Ill., Jan., 1941, was rebuilt. Owned by Waterways Materials Corp., Chicago, Ill.

Joe Belk

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1940. 40.5 x 11 x 5.7. Caterpillar engine 100 hp. Owned by Sangrav Co., Inc., Nashville, Tenn.

Joe Cook

Steam towboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville Bridge Co., 1930. 112 x 26 x 3.5. Engines 16's-5 ft. stroke, 300 hp., formerly on U. S. snagboat KENTUCKY. Three return flue boilers also from this snagboat installed 1947. JOE COOK exploded a boiler while moored at Ravenswood, W. Va., on March 31, 1947, resulting in three deaths, and in the rebuilding program her original engines and boilers (see IRR-47) were removed. Owned by Pfaff & Smith Builders-Supply Co., Charleston, W. Va.

Joe F.

Motor towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1940. 42 x 12.1 x 3. Caterpillar diesel 215 hp. Owned by Fabick Tugboat Rental Co., St. Louis, Mo.

Joe L. Hill

Diesel hawser tug, iron hull, single prop. b. Algiers, La., 1875. 75.9 x 16.3 x 8.7. Cooper-Bessemer 6 cyl. 11½ x 15 diesel 400 hp. at 400 rpm. Originally steam tug RESTLESS owned by Morgan Line and later by Capt. Owen F. Burke of Mobile, Ala. Converted to diesel at Canulette Shipbuilding Co., Slidell, La., 1941, for Commercial Barge Lines, Inc., who changed her name to ROY G. WOODS for an official of the firm. Sold in 1943 to Southport Transit Co., Dallas, Texas, who gave her the present name. Sold, 1946, to Koch-Ellis Marine contractors, New Orleans, La.

Joe McDermott

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Lester F. Alexander Co., 1938. 46.8 x 13.7 x 5.5. General Motors diesel 165 hp. placed 1948. Originally named HARRY B. and owned by Harry Allsman. Now owned by J. Ray McDermott & Co., Inc., Harvey, La.

Joe S.

Diesel towboat, wood hull, sternwheel. b. Parkersburg, W. Va., 1946.

58 x 16 x 3. International diesel 100 hp. Owned by Joe S. Towing Co., Parkersburg, W. Va.

John Arthur

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, 1942. 65.5 x 18 x 9. Atlas Imperial diesel 400 hp. Owned by Mrs. L. S. A. Smith and operated by Arthur Smith Corp., Houston, Texas.

John Bowman

Motor towboat, wood hull, sternwheel. b. Rockwood, Tenn., 1939. 61.5 x 12 x 1.8. 100 hp. engine. Owned by Caney Creek Sand & Gravel Co., Rockwood, Tenn.

John D.

Diesel towboat, steel hull, twin props. b. Greenville, Miss., 1949. 55 x 16 x 4.5. General Motors diesels total about 280 hp. In 1949 acting as harbor boat for Federal Barge Lines at St. Paul, Minn. Owned by Vest Towing Co.

John F.

Diesel hawser tug, steel hull, prop. b. Houston, Tex., 1941. 42.1 x 13.7 x 5.5. 120 hp. Owned by Harrisburg Machine Co., Houston, Texas.

John F. III

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1939. 40 x 10 x 3. Caterpillar marine engine, 100 hp. This boat burned at Louisiana, Mo., on Feb. 11, 1942, was rebuilt. Owned by Fabick Tugboat Rental Co., St. Louis, Mo., and sold 1947 to Tiptonville Ferry, Tiptonville, Tenn.

John H. Agee

Diesel towboat, steel hull, sternwheel. b. Knoxville, Tenn., by owner, 1950. Cummins diesel 150 hp. Owned by Oliver King Sand & Lime Co., Knoxville, Tenn.

John H. Warden

Diesel tug, steel hull, single prop. b. Pascagoula, Miss., 1943, by F. B. Walker & Sons. 85 x 22 x 9. National Superior 8 cyl. 12½ x 16½ engine, 600 hp. Operated on lakes, bays, sounds, Gulf Intracoastal Waterway and river systems, owned by the U. S. Engineer Corps, Mobile, Ala.

John Hope

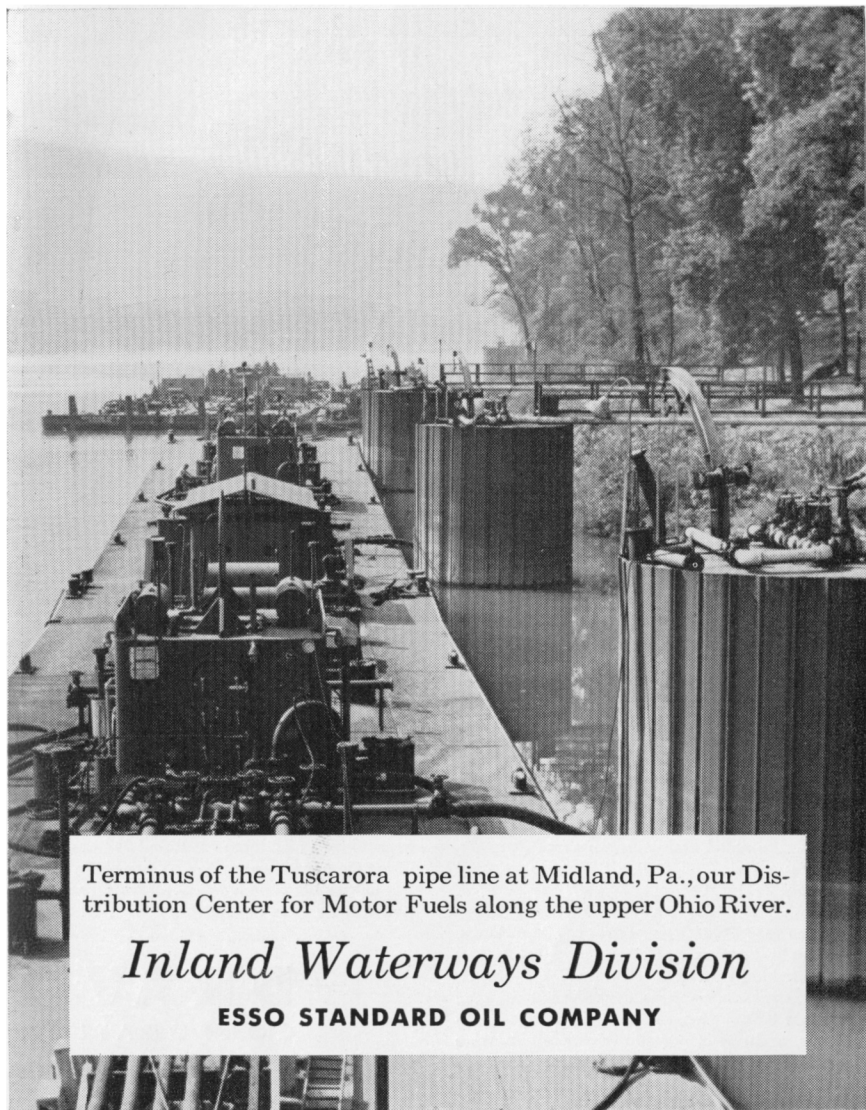
Diesel hawser tug, wood hull, prop. b. Mobile, Ala., 1939. 70 x 19 x 7.5. 400 hp. Owned by Jackson Hope Towing Co., Inc., Mobile, Ala.

John J. Hoopes

Diesel towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1929. 131 x 23 x 5.4. Fairbanks-Morse diesels total 400 hp. Originally steam USE towboat. For details of former ownerships see IRR-48. Sold to Crain Bros., Pittsburgh, Pa., 1948.

John J. Kelly

Diesel towboat, steel hull, sternwheel. b. Dubuque, Iowa, 1915. 80.3 x 22.5 x 2.7. 350 hp. engine. Originally a steam towboat named BEDER



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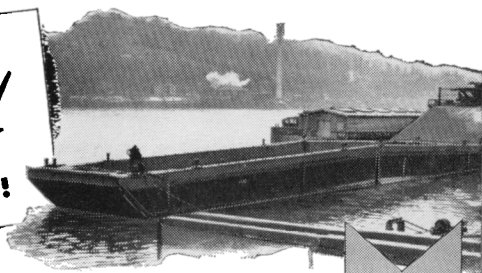
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10:48 A.M. Further shoreward movement produces further correction. One-man control of synchronized carriage movement eliminates any lateral stressing.

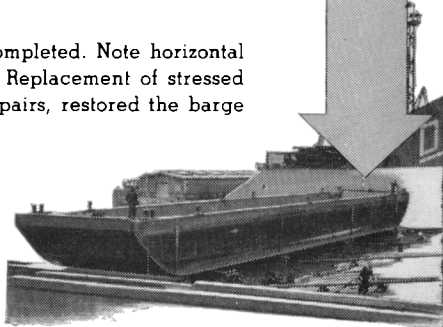


10:51 A.M. The hull clears the water. The straightening operation is virtually completed, without expending a single man-hour of direct labor.



10:57 A.M. Docking completed. Note horizontal and vertical alignment. Replacement of stressed plates completed the repairs, restored the barge to service.

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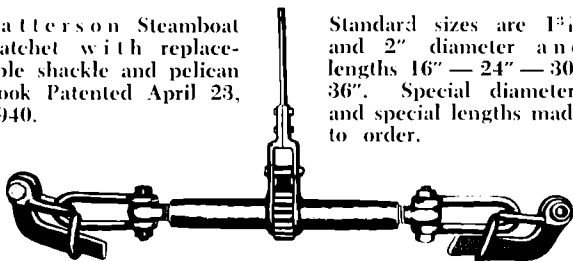
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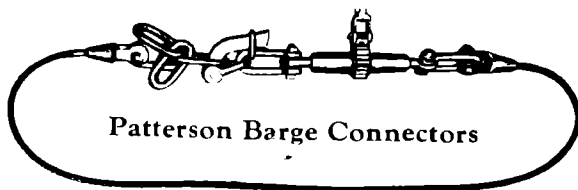
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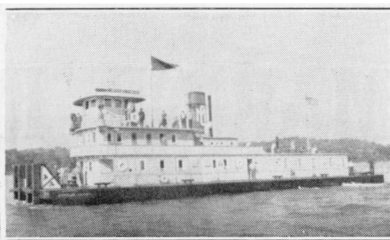
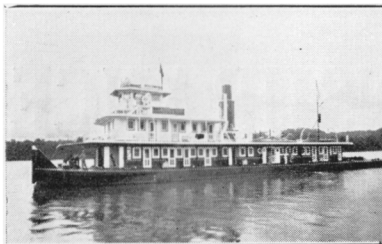
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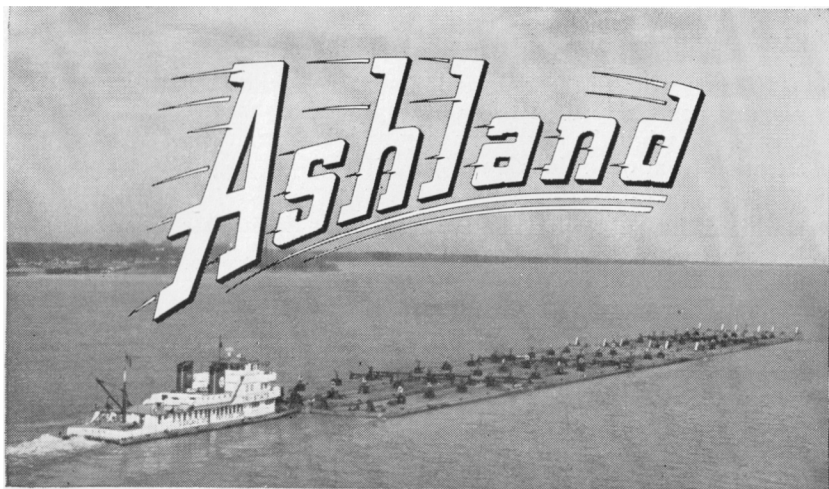
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John J. Rowe

Steam towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1936. 171.5 x 34.6 x 6. Condensing engines, 16's, 32's-8 ft. stroke, 1000 hp. Babcock & Wilcox boilers installed 1948, coal burner, automatic stokers. Originally named CHARLES T. CAMPBELL when owned by Campbell Transportation Co. and Mississippi Valley Barge Line Co. who sold her, fall of 1947, to present owner who renamed her, The Ohio River Co., Cincinnati, O.

John L. Scroggins

Diesel hawser tug, steel hull, single prop. b. Lake Charles, La., by Lake Charles Towing Co., 1950. 60 x 18.5 x 7.5. Caterpillar 12 cyl. diesel 400 hp. at 298 rpm. Reduction gear 4 to 1. Owned by Lake Charles Towing Co., Lake Charles, La.

John Law

Diesel tug, wood hull, prop. b. Biloxi, Miss., 1939. 49.6 x 14.8 x 5. Atlas diesel 120 hp. Owned by Louisiana Land & Exploration Co., Houma, La.

John Luchow

Diesel towboat, steel hull, single prop. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1947. 70 x 18 x 4. Enterprise 10½ x 12 diesel 230 hp. at 350 rpm. Owned by Marquette Cement Manufacturing Co., Chicago, Ill.

John Morris

Diesel towboat, steel hull, single prop. b. Memphis, Tenn., by owner, 1944. 90 x 20 x 8. Fairbanks-Morse 10 cyl. 8½ x 10 diesel 1440 hp. at 720 rpm. Present engine placed Nov., 1948. Direct drive through hydraulic coupling. Owned by Patton-Tully Transportation Co., Memphis, Tenn.

John Ordway

Diesel towboat, steel hull, twin props. b. Gasconade, Mo., at U. S. Boatyard, 1934 and rebuilt winter of 1948-49. Originally she was 107 x 22.7 x 5 and had a sternwheel; in the spring of 1949 she came out 20 feet longer and with twin props. Superior diesels 600 hp. installed 1948. Owned by U. S. Engineers Corps., Omaha, Neb.

John Prince

Diesel towboat, steel hull, twin props. b. as an L.C.M. in World War II, remodeled Kansas City, Mo., by Darby Corporation, 1946. 52.3 x 14 x 4.8. Two Gray marine diesels total 330 hp. Owned by Stewart Sand & Material Co., Kansas City, Mo.

John Smith Harris

Diesel tender, steel hull, single prop. 42 x 12 x 3. Superior 6 cyl. 4 cycle diesel, 126 hp. at 1285 rpm. Duplicate of the DAVID G. BATES,

JOSEPH THROCKMORTON, see. Owned by U. S. Engineer Corps, St. Paul, Minn.

John Thomas

Diesel towboat, steel hull, single prop. b. Leavenworth, Kansas, by Missouri Valley Steel, Inc., 1948. 45 x 13 x 4.9. Caterpillar diesel 115 hp. Owned by Massman Construction Co., Kansas City, Mo.

John W. Prince

Diesel towboat, steel hull, twin props. b. Leavenworth, Kansas, by Missouri Valley Steel Co., 1950. 42 x 14 x 5.3. General Motors 6 cyl. 4¼ x 5 diesels total 140 hp. at 1800 rpm. Reduction gear 3 to 1 ratio. Owned by Stewart Sand & Material Co., Kansas City, Mo.

Johnnie Brown

Diesel hawser tug, wood hull, prop. b. 1931. 49.0 x 12 x 5.6. 120 hp. Owned by Higman Towing Co., Orange, Texas.

Johnny Dee

Diesel hawser tug, steel hull, twin props. b. Houston, Texas, by Houston Marine Service, 1947. 49 x 16.5 x 7.6. Buda diesels total 350 hp. Owned by Harry V. Baker & Co., Houston, Texas.

Johnny Walker

Diesel towboat, steel hull, twin props. b. Pascagoula, Miss., by F. B. Walker and Sons Shipyard, 1948. 120 x 30 x 11.5. Two General Motor diesels, Model 16-278A, total 2880 hp. Drive through Fawick reversing units and Universal 2.5-to-one reduction gears to four-blade props each 7-ft. dia. by 72-inch pitch. Owned by Simpson Towing Co., Charleston, Mo.

Jos. Chotin

Diesel towboat, steel hull, twin props. Hull built by Nashville Bridge Co., 1936. Cooper-Bessemer 8 cyl. 13 x 16 diesels total 1600 hp. at 450 rpm. Originally a steam sternwheel completed at Paducah, Ky., with engines from VESTA (b. 1902). Converted to prop and diesels placed by Canulette Ship Building Co., Slidell, La., 1945-46. Originally measured 128.4 x 31.8 x 5.8. Owned by Chotin and Pharr, Inc., New Orleans, La.

Jos. Smith

Diesel towboat, steel hull, split paddlewheel. b. Neville Island, Pa., by Dravo Corporation, 1927. 125.9 x 26.6 x 6. Fairbanks-Morse diesels total 480 hp. and drive two independent sternwheels. Originally named BETTY, and similar in design to BENWOOD, STEEL CITY, see. Owned by Dravo Corporation, Keystone Sand Division, until sold, June, 1947, to Capt. Edward Smith, Pittsburgh, Pa., who renamed her.

Joseph Throckmorton

Diesel tender, steel hull, single prop. 42 x 12 x 3. Superior 6 cyl. 4 cycle diesel, 126 hp. at 1285 rpm. Duplicate of the DAVID G. BATES and JOHN SMITH HARRIS, see. Owned by U. S. Engineer Corps, St. Paul, Minn.

Josephine

Diesel hawser tug, wood hull, prop. b. Rockport, Texas, 1932, rebuilt 1944. 39.2 x 13.4 x 3.6. 115 hp. Owned by Henry G. Dalehite Boat Service Co., Galveston, Texas.

Josiah J. Streeter

Diesel towboat, steel hull, twin props. b. Leavenworth, Kan., by Missouri Valley Bridge & Iron Co., 1940-41. 65'6" x 17'6" x 5'9". Kahlenberg engines total 300 hp. at 375 rpm. Duplicate of the WALTER I. MAULDING, see. Owned by U. S. Engineer Corps, Kansas City, Mo.

Josie B.

Diesel hawser tug, wood hull, single prop. b. Orange, Texas, 1942. 54.1 x 16.5 x 8.1. 235 hp. Originally named SWEET WILLIAM and owned by Canal Barge Co., New Orleans. Now owned by Beardslee Launch & Barge Service, Inc., Mobile, Ala.

Juanita

Diesel towboat, wood hull, sternwheel. b. Madison, Ind., 1928. 63.2 x 17 x 3.3. 100 hp. engine. Owned by O. F. Shearer & Sons, Cincinnati, Ohio.

Judith Ann

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., at East Grand Boat Yard, 1949. Has Universal Boat Drive units, no rudders. General Motors 6-71 engines 300 hp. Owned by Ray K. Allgire's Tugboat Service, St. Louis, Mo.

Judy Ann

Diesel towboat, wood hull, sternwheel. b. Clarington, Ohio, 1927, by Cook Bros. and Thomas, and completely rebuilt, including a new hull, at Marietta Mfg. Co., Pt. Pleasant, W. Va., 1949. Caterpillar diesel 100 hp. Originally named SERVICE, renamed by her present owner, 1947, New Martinsville Ferry Co., New Martinsville, W. Va.

June

Diesel towboat, wood hull, sternwheel. b. Clarington, Ohio, at Mozena Brothers Boatyard, 1924. 74 x 17.5 x 3.5. Caterpillar engine, 135 hp. Originally owned by Clyde and Frank Paden, Sardis, O. and had St. Marys oil engine. Then sold to Monongahela & Ohio Dredging Co., Pittsburgh, who added upper cabin. Now owned by Crain Bros., Pittsburgh, Pa., who placed present engine.

Juno

Diesel hawser tug, wood hull, single prop. b. Camden, N. J., 1879. 83.5 x 18.4 x 10. Fairbanks-Morse 5 cyl. Model 37-D-14 engine, 500 hp. Originally was a steam tug used many years in Pensacola harbor, then sold to Morgan's Louisiana & Texas Ry. & S. S. Co., who used her at Avondale in connection with a car ferry. When the Huey P. Long bridge was completed she was laid up. In 1937 Capt. Albert M. Hyer got the tug and converted her to diesel. Owned by Hyer Towing Co., Pensacola, Fla.

Jupiter

Diesel hawser tug, wood hull, single prop. b. Moss Point, Miss., 1932. 35.8 x 11.8 x 5.5. Caterpillar engine, 135 hp. Owned by Grizzaffi Motor Co., Morgan City, La.

Jupiter

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by Gulfport Boiler & Welding Works, 1940. 65.5 x 18 x 10. Atlas Imperial 6 cyl. 13 x 16 diesel 400 hp. at 320 rpm. Direct drive. Owned by Butcher-Arthur, Inc. until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Jupiter

Steam patrol boat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1912. 99 x 20 x 4.5. Engines 10's-4 ft. stroke. One dry back Scotch marine boiler burns oil. 120 hp. at 20 rpm. Owned by U. S. Engineer Corps, Memphis, Tenn., until 1950 when sold to present owner, Weymouth Construction Co., Memphis, Tenn.

K. W. Tom

Motor towboat, wood hull, sternwheel. b. Reed, W. Va., 1939. 63.9 x 13.9 x 2.4. Owned by E. S. Keeney, Belle, West Va. Rated 32 hp.

Kanawha

Diesel towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1925. 84 x 18 x 3'9". Kahlenberg 6 cyl. 10 x 10½ diesel 150-180 hp. at 300 rpm. Boat originally built for U. S. Engineer Corps and used on Ohio River, then had Winton-electric drive. Present owner bought the boat in 1935, installed present power. Owned by Patton-Tully Transportation Co., Memphis, Tenn.

Kannuck

Diesel launch equipped with Caterpillar engine 115 hp. Owned by Corps of Engineers, Omaha, Neb.

Kansas City

Diesel towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1938. 148.4 x 40.1 x 8.1. General Motors diesels total about 3000 hp. Originally steam; converted to diesel 1948 by Arnold V. Walker Shipyard, Pascagoula, Miss., using engines from Navy PC boat. Kort nozzles. Owned by Inland Waterways Corp., St. Louis, Mo.

Kansas City Socony

Diesel towboat, steel hull, twin props. b. Kansas City, Mo., by Elliott-Fairfax Shipyards, 1937. 125 x 32 x 7. National Superior diesels total 1020 hp. Won acclaim by taking initial gasoline tow to Omaha, Neb. upon arrival June 2, 1939; again when she took similar tow to Sioux City, Iowa, upon arrival June 27, 1940. Owned by Socony-Vacuum Oil Co., New York, N. Y.

Katherine

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis

Shipbuilding and Steel Co., 1934. 40 x 9.4 x 3.7. Kahlenberg engine about 50 hp. 36" prop. Owned by Massman Construction Co., Kansas City, Mo.

Katherine H.

Motor tug, wood hull, prop. b. 1919. 55 x 13 x 3. 135 hp. Owned by O. J. Schwabe, Houston, Texas.

Kaw

Motor launch, steel hull, twin props. b. Gasconade, Mo., by owner, 1948. 43 x 13'9" x 5'7½". Two Gray Marine diesels total 230 hp. Owned by Corps of Engineers, Kansas City, Mo.

Kay D.

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1940. 106 x 24 x 9. Fairbanks-Morse engine, 800 hp. Kort nozzle installed 1950. Owned by Marine Transportation Co., Dyersburg, Tenn.

Keith McKerrow

Diesel hawser tug, wood hull, single prop. b. Orange, Texas, 1935. 60.4 x 15.9 x 6.8. Atlas Marine engine, 10 x 13, 6 cyl., 200 hp. Owned by W. T. Burton Co., Inc., Sulphur, La.

Keith Sterling

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1937. 63.3 x 17.9 x 8.4. Atlas diesel, 275 hp. Sister boat to the GEORGE HAMMAN, BETTY H., MARY C., see. Owned by Edwards Transportation Co., Houston, Texas.

Kenton

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1947. Atlas Imperial engine, 6 cyl., 13 x 16, 400 hp. at 270 rpm. Owned by Kosmos Towing Co., Louisville, Ky. This is the second diesel vessel of the name; original KENTON now is SHAM-ROCK, see.

Kentucky

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1936. 76 x 18 x 6.4. Superior 6 cyl. 12½ x 16½ diesel 600 hp. at 400 rpm. installed 1949. Kort nozzle. Originally named PRODUCERS II owned by Producers Pipe Line Co. Sold to Capt. George B. Gordon in October, 1948, who resold her to present owner spring 1950, who gave her the present name. Owned by Kosmos Towing Co., Louisville, Ky.

Kermac

Diesel hawser tug, steel hull, single prop. Former USTC tug of the ST series. 74 x 20 x 9.1. Enterprise diesel 650 hp. Owned by Kerr-McGee Oil Industries, Morgan City, La.

Kestrel

Diesel towboat, steel hull, single prop. b. Chicago, Ill., by Henry C.

Grebe Co., 1939. 66 x 18.5 x 7. Atlas Imperial diesel 400 hp. Originally named HUGH C. BLASKE owned by Capt. Hugh C. Blaske, Alton, Ill., who sold her before completion to Sohio Petroleum Co. who renamed her SOHIO and operated her until April, 1947, when she was sold to Kosmos Towing Co., Louisville, Ky. and again renamed.

Keystone

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1945. 145 x 27 x 11.9. Cooper-Bessemer 6 cyl. 13 x 16 diesels total 760 hp. at 310 rpm. Kort nozzles. Sister vessel to BUCK-EYE (see). Owned by Keystone Division, Dravo Corporation, Pittsburgh, Pa.

Keystone

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., 1937, by Charles Zubik. 77.1 x 20 x 3.5. Fairbanks-Morse engine, 180 hp. Sold to Iron City Sand & Gravel Corp., Pittsburgh, and currently leased to Ohio River Sand & Gravel Corp., New Martinsville, W. Va. Sank near Pomeroy, Ohio, in 1943, but raised and returned to service.

Kings Landing

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1926. 75.3 x 19.1 x 6. Worthington engines total 240 hp. Owned by Kosmos Towing Co., Louisville, Ky.

Kit Carson

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1946. Gray Marine 180 hp. Owned by Anderson-Tully Lumber Co., Memphis, Tenn.

Klondike

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1934. 55.5 x 13.5 with 38" draft. Kahlenberg direct reversing engine, 150 hp. at 250 rpm. Prop 50" dia., 40" pitch. Owned by U. S. Engineer Corps, St. Louis, Mo.

Knox

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1937. 70 x 18.6 x 6.6. Atlas Imperial engine, 275 hp. Owned by Kosmos Towing Co., Louisville, Ky.

Kokoda

Steam towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1943. A DPC; for details of construction see ATTU. During the war chartered to Lake Tankers Corp until mid-August, 1945. Sold in March, 1947, to Inland Waterways Corp., St. Louis, Mo.

Kormorant

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1929. 120 x 26 x 8. General Motors 12 cyl. 8½ x 10 diesels total 1400 hp. at 280 rpm. placed summer 1950. Reduction ratio 2½ to 1. Owned by Kosmos Towing Co., Louisville, Ky.

Kosmortar

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1925. 75.3 x 19.1 x 6. Worthington engines total 240 hp. Sister boat to the KINGS LANDING, see. Owned by Kosmos Towing Co., Louisville, Ky.

Krisidia

Diesel hawser tug, wood hull, prop. b. Pensacola, Fla., 1941. 74.1 x 21.8 x 8. Fairbanks-Morse diesel, 500 hp. Owned by Hyer Towing Co., Pensacola, Fla.

Kunkpapa

Motor towboat, steel hull, single prop. 36 x 7.5 x 3.2. Chrysler gasoline engine 150 hp. Originally in U. S. Engineer Corps and sold to present owner 1940 who rebuilt hull and installed present engine. Owned by Omaha Dredge & Dock Co., Omaha, Neb.

L. Wade Childress

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corp., 1948. 176 x 40 x 11. General Motors 16 cyl. diesels from a former LSM total 3000 hp. Kort nozzles. Named for the Chairman of the Board of the owning firm; Mississippi Valley Barge Line Co., St. Louis, Mo.

L. G. Beaver

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., 1941. 54.7 x 14 x 3. Originally owned by L. W. Beaver. Caterpillar diesel 75 hp. Owned by Frank E. Valentine, Blawnox, Pa.

L. H. Marrero

Steam ferry, catamaran steel hull, center paddlewheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1905. 118 x 53 x 4.5. Engines 12's-5 ft. stroke, 260 hp. One boiler. Allowed 25 automobiles. Owned by Bisso Ferry Co., New Orleans, La.

L. J. Williams

Diesel hawser tug, steel hull, single prop. b. Morgan City, La., 1939. 64.5 x 16.1 x 6. Cooper-Bessemer 6 cyl. 15½ x 22 diesel 500 hp. at 400 rpm. This boat was entirely rebuilt and lengthened 15 feet at International Shipyard, 1945, and present engine installed. Terrebonne Towing Co. has since sold her to McWilliams Dredging Co., New Orleans, La.

L. L. Wright

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1950. 100 x 26 x 9. General Motors diesel about 1200 hp. Retractable pilothouse. Owned by Martin Oil Service, Inc., Chicago, Ill.

L. M. Smith

Diesel towboat, steel hull, sternwheel. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1926. 100 x 24 x 4.9. Fairbanks-Morse diesel 375 hp. Originally named BELFONT, later bought by Pure Oil

and renamed R. H. McELROY, JR. For more complete details of her career see earlier copies of IRR. She was sold to Capt. Edward Smith, Pittsburgh, Pa., July, 1948, who gave her the present name.

L. P. Runkel

Diesel towboat, steel hull, single prop. b. Slidell, Pa., by Canulette Shipbuilding Co., 1939. 102.1 x 26 x 7.7. Cooper-Bessemer 6 cyl. 15½ x 22 diesels 750 hp. at 300 rpm. Originally named MONROLA when owned by River Terminals. Present owner changed her name, Central Barge Co., Chicago, Ill.

La Belle

Diesel towboat, steel hull, twin props. b. Brownsville, Pa., by Hillman Barge and Construction Co., 1947. 145 x 28 x 9. General Motors diesels total 1000 hp. Owned by Wheeling Steel Corp., Wheeling, W. Va. Note: This is the second towboat of the name: first one was sternwheel, steam, now renamed A. B. SHEETS, see.

La Salle

Diesel hawser tug, wood hull, prop. b. Chauvin, La., 1937. 50 x 14.4 x 6. 120 hp. engine. Owned by Mrs. Milka Pelegrin, Houma, La.

Lady Grace II

Motor packet, wood hull, single prop. b. Racine, O., by Bell Bros., 1944. 18 x 4 x 1. Evinrude Light Four outboard 9.7 hp. Reduction gear. Owned by Frederick Way, Jr., Sewickley, Pa.

Lady Pilot

Motor towboat, wood hull, prop. b. Pasadena, Texas, 1926. 57.2 x 14.3 x 5.7. General Motors diesels 330 hp. installed 1947, replacing former 150 hp. machinery. Owned by Horton & Horton, Houston, Texas.

Laguna

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1949. 116 x 27.5 x 10.5. General Motors 12 cyl. diesels total 1800 hp. Owned by Paraland Oil Co., Bettendorf, Iowa.

Lake Queen

Diesel excursion boat, steel hull, single prop. b. Chattanooga, Tenn., 1941. 64.5 x 20. Buda diesel. Owned by Robert Roehring, Capt G. N. Robertson and Mrs. Leona G. Gestring, all of St. Louis, and operating at Knoxville, Tenn.

Lakewyn

Diesel hawser tug, steel hull, single prop. 45 ft. long. Kahlenberg diesel 150 hp. Owned by Jahncke Service, Inc., New Orleans, La.

Lantana

Diesel cutter (tender class), steel hull, triple props. b. Blair, Neb., by Petersen & Haecker, Ltd., 1943. 80 x 30'4" x 5'1". Three Murphy diesels 6 cyl. deliver total of 600 hp. at 1200 rpm. Equipped with Amsterdam ice plow, dimensions 59'6" long, 59'1½" beam. Owned by U. S. Coast Guard, St. Louis, Mo.

Laura Haden

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Alexander Shipyard, 1949. 88 x 25 x 12.5. General Motors diesel 900 hp. at 750 rpm. Falk reduction gear 2.5 to 1. Owned by Bay Houston Towing Co., Houston, Texas.

Lavinia

Diesel hawser tug, wood hull, single prop. b. Houston, Texas, 1930. 59.5 x 16 x 7. Atlas diesel 200 hp. Owned by Parker Bros. & Co., Houston, Texas.

Leader

Diesel hawser tug, wood hull, single prop. b. Marco, Fla., 1894. 45.6 x 14.6 x 6. Atlas Marine diesel, 7½ x 10½, 6 cyl. engine, 120 hp. Owned by W. T. Burton Co., Inc., Sulphur, La.

Leda B.

Diesel hawser tug, steel hull, single prop. b. Porth Arthur, Texas, by Burton Construction and Shipbuilding Co., 1947. 46-foot length. Owned by Tex-Port Barge and Towing Co. until sold 1949 to Albert Lutz, Houston, Texas.

Lee Laferney

Diesel hawser tug, steel hull, single prop. b. Galveston, Texas, 1940. 60.2 x 18.1 x 7.5. 350 hp. Owned by Terry Dalehite Towing Co., Houston, Texas.

Lehigh

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1945. 176 x 36 x 10. National Superior diesels, supercharged, 8 cyl., 14½ x 20, 2000 hp. at 275 rpm. Kort nozzles. 2800 push hp. Sister vessel to CORNELL, see. Owned by Union Barge Line Corp., Pittsburgh, Pa.

Lelia

Diesel towboat, wood hull, sternwheel. b. Madison, Ind., 1933. 70 x 17.4 x 3.5. Fairbanks-Morse 4 cyl., 10 x 12 diesel, 120 hp. Originally owned by O. F. Shearer & Sons; sold to Ralph Raike, Henderson, W. Va.

Leo

Diesel hawser tug, iron hull, single prop. b. Philadelphia, Pa., 1882. 83.8 x 19 x 7.7. Cooper-Bessemer JS-8 diesel, 725 hp. at 425 rpm. installed by Calmes Engineering Co., New Orleans, during a rebuilding program in 1947 when vessel was converted from steam to diesel. Originally had steam reciprocating engine and one boiler which was used until vessel sank in 1945. Capt. Jos. Bisso bought this tug 1900; now owned by New Orleans Coal and Bisso Towboat Co., New Orleans, La.

Leo

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by Gulfport Boiler & Welding Works, 1940. 65.5 x 18 x 9. Atlas Imperial

6 cyl. 13 x 16 diesel 400 hp. at 320 rpm. Direct drive. Owned by Butcher-Arthur Inc. until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Leo B. Bisso

Steam ferry, catamaran steel hull, center paddlewheel. b. Nashville, Tenn., by Nashville Bridge Co., 1929. 136 x 62 x 8. Shelton Bros. engines, 16½-s-6 ft. stroke, 500 hp. Allowed 232 passengers and 80 automobiles. Owned by Bisso Ferry Co., New Orleans, La.

Leona C.

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1948. 42 x 11. Cummins 150 hp. diesel. Owned by Hough Cowgur, Inc., St. Louis, Mo.

Leonora

Diesel hawser tug, wood hull, single prop. b. Lake Charles, La., 1893. 60.3 x 13.6 x 6. Atlas Marine diesel, 9 x 12, 6 cyl., 160 hp. Owned by W. T. Burton Co., Inc., Sulphur, La.

Leta

Diesel hawser tug, steel hull, single prop. b. Jennings, La., at yard of the owner, 1942. 64.2 x 18 x 8.5. Atlas Imperial diesel, 400 hp. This boat originally was wood hull, b. 1894 at Logtown, Miss., and was entirely rebuilt at Mermentau Bridge, Jennings, La., in 1942. Owned by G. B. Zigler Co., Jennings, La.

Lew Simms

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1947. Superior diesel 350 hp. Owned by Massman Construction Co., Kansas City, Mo.

Lewis

Diesel hawser tug, steel hull, single prop. b. Galveston, Texas, 1938. 50.7 x 15 x 6.5. National Superior diesel, 6 cyl., 260 hp. Owned by Hanson Marine Ways, Galveston, Texas.

Lila Haden

Diesel hawser tug, steel hull, single prop. b. Ferrysburg, Mich., 1914. 77.4 x 20 x 9.3. Fairbanks-Morse diesel 450 hp. installed 1941. Originally named AMERICAN, then FRED W. UPHAM. Completely rebuilt 1941. Owned by W. D. Haden Co., Galveston, Texas.

Lilly

Diesel tender, steel hull, twin props. b. Grafton, Ill., by Grafton Boat Works, 1932. 51'3" x 14'6" x 4'6". Two General Motors 6 cyl. 4 cycle, solid injection diesels total 330 hp. at 2000 rpm., these installed 1947 replacing two F-M's 180 hp. Owned by Corps of Engineers, Vicksburg, Miss.

Lillian

Diesel hawser tug, steel hull, prop. b. Houston, Texas, 1938. 44.9 x 13.7 x 6. 260 hp. engine. Owned by Matagorda Shell Co., Inc., Matagorda, Texas.

Lily Huth

Diesel hawser tug, wood hull, single prop. b. Garden City, La., 1932. 46.8 x 11 x 4. Caterpillar diesel 120 hp. Huth Construction sold her, Feb. 1947, to Grubb Construction Co., Franklin, La.

Lin Smith

Diesel towboat, steel hull, triple props. b. Nashville, Tenn., by Nashville Bridge Co., 1946. 140 x 38 x 9.6. Cooper-Bessemer diesels JS-8, 13 x 16, supercharged, total 3330 hp. at 450 rpm. Normal operation is 3000 hp. at 420 rpm. Owned by Charles C. Smith & Co., Houston, Texas.

Linda Chotin

Diesel towboat, steel hull, twin props. b. Pascagoula, Miss., by F. B. Walker and Sons, 1945. 110 x 30 x 11.5. Two National Superior diesels, 6 cyl., 14½ x 20, each rated 990 hp. at 360 rpm. provide total of 1600 to 1800 hp. Boat named for younger daughter of Capt. and Mrs. Scott Chotin. Owned by Chotin & Pharr, Inc., New Orleans, La.

Linda Jane

Motor towboat, steel hull, prop. b. St. Louis, Mo., 1943. 33 x 12 x 2.9. Rated 90 hp. Originally named RAY K. ALLGIRE and owned by Ray K. Allgire until sold 1949 to present owner who renamed her. Owned by Vollmar Construction Co., St. Louis, Mo.

Linda Sue

Diesel hawser tug, steel hull, single prop. b. Galveston, Texas, by Kane Boiler Works, 1950. 39.9 x 14 x 4.6. General Motors 6 cyl. diesel 225 hp. at 700 rpm. Reduction gear 3 to 1. Owned by Henry G. Dalehite Boat Service, Galveston, Texas.

Lion

Motor tug, wood hull, prop. b. 1911 at Morgan City, La., and rebuilt in 1942. 48 x 11.5 x 4. Superior diesel 100 hp. engine installed 1942. Owned by Jules S. Vidos, Morgan City, La.

Little Alex

Diesel towboat, steel hull, single prop. b. Elizabeth, Pa., 1949. 40 x 16 x 5. Murray & Tregurtha Harbormaster engine 115 hp. Named for son of Alex Marcoff, superintendent of Elizabeth marine ways. Owned by Pittsburgh Coal Co., Pittsburgh, Pa.

Little Bull

Diesel towboat, steel hull, prop. General Motors engine, 165 hp. at 1850 rpm. Owned by Kansas City Bridge Co., Kansas City, Mo.

Little Dick

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1947. 45 x 12 x 3. Caterpillar diesel 115 hp. at 900 rpm. Twin Disc reduction gear. Owned by Marquette Cement Manufacturing Co., Chicago, Ill.

Little Ham

Diesel towboat, steel hull, single prop. b. Jeffersonville, Ind., by

Jeffersonville Boat and Machine Co., 1945. 50 x 12 x 5.5. Cummins 6 cyl. diesel 200 hp. at 2800 rpm. installed 1948. Reduction ratio 3 to 1. Nashville tunnel stern designed by R. N. Coolidge. Named for Capt. Ham Duffy's grandson. Owned by Ohio River Sand Co., Louisville, Ky.

Little Joe

Diesel towboat, wood hull, sternwheel. b. Duffy, Ohio, on river bank, 1942. 50.8 x 10.8 x 2.2. General Motors diesel 113 hp. Owned by D. J. Potts, New Martinsville, W. Va.

Little Philip

Diesel towboat, wood hull, sternwheel. b. Paducah, Ky., 1935. 64.2 x 16 x 3.4. Caterpillar engine, 80 hp. Owned by Igert, Inc., Paducah, Ky.

Little Rock

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1932. 40 x 11.1 x 3.6. Cummins diesel 150 hp. Owned by Big Rock Stone & Material Co., Little Rock, Ark.

Little Rock

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by U. S. Engineer Service Base, 1942. 51.5 x 16 x 4. Two Caterpillar 6 cyl. diesels, 125 hp. at 1200 rpm. 30" prop with 16" pitch. Duplicate of the ELSAH, see. Owned by U. S. Engineer Corps, St. Louis, Mo.

Little Sioux

Motor launch equipped with twin Buda Marine gas engines total 190 hp. Owned by Corps of Engineers, Omaha, Neb.

Locust

Diesel dredge tender, steel hull, single prop. b. New Orleans, La., by Calmes Engineering Co., 1948. 46'1" x 12'5" x 5'3". Buda 8 cyl. diesel. Corps of Engineers, Memphis, Tenn.

Logsdon

Diesel towboat, wood hull, sternwheel. b. Beardstown, Ill., 1940. 72 x 15 x 2.5. 260 hp. Owned by Curtis Logsdon Estate, Ray Logsdon, Executor, Beardstown, Ill.

Lone Deer

Steam towboat, wood hull, sternwheel. b. Muscatine, Iowa, 1903. 82 x 20 x 3.6. 50 hp. Originally named H.W.B. and then C. BRUSSO. Has been inactive for past year or so. Owned by Builders Sand & Gravel Co., Davenport, Iowa.

Lone Star

Diesel hawser tug, steel hull, single prop. b. Newburgh, N. Y., 1927. 86.3 x 21 x 7.5. Nelseco diesel, 500 hp. Owned by Lone Star Cement Corp., New Orleans, La.

Lone Star

Steam towboat, wood hull, sternwheel. b. Rock Island, Ill., 1922. 90 x

24.5 x 4.1. Engines 12's-5 ft. stroke, 140 hp. Owned by Builders Sand and Gravel Co., Davenport, Iowa.

Lone Star

. Diesel towboat, steel hull, single prop. b. New Orleans, La., at Alexander Shipyards, 1949. 88.6 x 25 x 11.3. General Motors 12 cyl. 8½ x 12 diesel 900 hp. at 744 rpm. Falk reduction gear. Owned by Butcher-Arthur Inc. until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Louis H. Piper

Diesel towboat, steel hull, single prop. b. Morehead City, N. C., 1925. 46.3 x 14 x 8. Fairbanks-Morse diesel 100 hp. Was rebuilt 1944. Originally named LOUIS J. BECKER. Siems-Helmert, Inc., contractors of St. Paul, Minn., sold the boat to Kansas City Bridge Co., 1937. Owned now by E. S. Miller, Plaquemine, La.

Louis Igert

Diesel towboat, wood hull, sternwheel. b. Paducah, Ky., 1933. 64 x 18 x 3.5. Fairbanks-Morse engine, 150 hp. Owned by Igert, Inc., Paducah, Ky.

Louisiana

Steam ferry, steel catamaran hull, center paddlewheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1926. 144.5 x 55 x 9.3. 400 hp. Allowed 1000 passengers and 47 automobiles. Owned by Baton Rouge Transportation Co., Baton Rouge, La.

Louisiana

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1930, as a steam towboat and converted to diesel by Dravo Corporation, 1946. 191 x 40.6 x 88. General Motors diesels, electric drive, Kort nozzles. Develops total 3600 hp. Owned by Mississippi Valley Barge Line Co., St. Louis, Mo.

Louisiana

Motor pilot tug, wood hull, single prop. b. Cut Off, La., 1944. 43.3 x 14.6 x 4.7. Buda marine gas engine 145 hp. placed 1946. Originally named YOUNG GEORGIA owned by Sylvian Ybarzabal of Westwego, La., and sold to present owner 1946, Associated Branch Pilots, New Orleans, La., who renamed the vessel.

Louisiana II.

Diesel hawser tug, steel hull, single prop. b. Pascagoula, Miss., 1940. 44 x 12.7 x 4.6. Atlas diesel, 120 hp. Owned by Berard Bros. Auto Supply Co., New Iberia, La.

Louisiana III

Diesel hawser tug, steel hull, single prop. Atlas diesel 250 hp. Owned by Berard Bros. Auto Supply Co., New Iberia, La.

Louisiana IV

Diesel hawser tug, steel hull, single prop. b. Pascagoula, Miss., by Arnold V. Walker Co., 1947. 65 x 18 x 7.5. Atlas Imperial diesel

250 hp. Originally ADMIRAL, renamed 1949 by Berard Bros., New Iberia, La., who sold her 1950 to J. M. McNabb and C. J. King of Birmingham, Ala.

Loup-Garou

Motor tug, wood hull, twin props. b. Newburyport, Mass., at Baltzer Shipyards, 1948. 38.5 x 11.3. Chrysler twin-six gas engines total 220 hp. Owned by Louisiana Land and Exploration Co., Houma, La.

Lu Ann

Diesel hawser tug, steel hull, single prop. b. Galveston, Texas, by Kane Boiler Works, 1949. 39.9 x 14 x 4.6. General Motors 6 cyl. diesel 225 hp. at 700 rpm. Reduction gear 3 to 1. Owned by Henry G. Dalehite Boat Service, Galveston, Texas.

Lucia B.

Diesel hawser tug, steel hull, single prop. b. 1943. Washington diesel 320 hp. Originally named ALAMO and bought from the U. S. Maritime Commission summer 1947 by A. P. Breaux & Sons, Lockport, La.

Lucien S. Johnson

Diesel towboat, steel hull, single prop. b. Manitowoc, Wis., 1939-40. 60 ft. long. Kahlenberg 6 cyl. 180 hp. engine. Owned by U. S. Engineer Corps, Cincinnati, Ohio. Transferred to Corps of Engineers, U. S. Army, Louisville, Ky., in 1947.

Lucinda Clark

Diesel towboat, steel hull, twin props. b. Harbor Point, Mo., 1937. 73 x 22 x 5.8. Kahlenberg diesels 400 hp. Originally owned by Waterways Transportation, Inc., and sold 1945 to Butcher-Arthur, Inc., who resold to Southport Transit Co. later same year. Meyer Construction Co., Chicago, bought her 1947 and sold her to present owner in 1949. Now owned by Russell Maher, Riverside, Ill.

Lulu Belle

Diesel towboat, steel hull, twin props. b. Valley Park, Mo., by Barbour Metal Boat Works, 1950. 44 x 13 x 5. Cummins diesels total 350 hp. Owned by builder.

Lurline

Diesel hawser tug, wood hull, single prop. b. New Orleans, La., 1933. 59 x 15 x 5.7. 200 hp. Originally a yacht. Owned by Bauer-Smith Dredging Co., Port Lavaca, Texas.

Lutcher Brown

Diesel hawser tug, wood hull, single prop. b. Orange, Texas, 1922; rebuilt 1935. 56 x 16.3 x 5.6. Atlas Imperial diesel, 220 hp. Owned by Higman Towing Co., Orange, Texas.

Lydia M.

Diesel towboat, wood hull, prop. b. Dardanelle, Ark., 1930. 55.9 x 12 x 4.9. 120 hp. engine. Owned by Mobley Construction Co., Morrilton, Ark.

M. B. Long

Motor tender, steel hull, twin props. b. Pascagoula, Miss. by F. B. Walker & Sons, 1941. 48'3" x 13'9" x 4'3". Cummins supercharged 6 cyl. 4 $\frac{1}{2}$ x 6 diesels total 400 hp. Tunnel stern. U. S. Engineer Corps, Mobile, Ala.

M. D. Whiteman

Diesel hawser tug, iron hull, single prop. b. Camden, N. J., 1882. 102.5 x 20.4 x 9.6. Cooper-Bessemer 8 cyl. 13 x 16 diesel 700 hp. at 400 rpm. Originally a steam tug named MARY WITTICH, was sold to Cuba where she got the name CEMENTUS. Was converted from steam to diesel by Calmes Engineering Co. of New Orleans and again renamed by present owner, George W. Whiteman, Gretna, La.

M. E. Norman

Steam towboat, steel hull, sternwheel. b. Morgan City, La., by Hogan Co., 1926. 104.5 x 24 x 4.3. 350 hp. Owned by M. E. Norman Co., Inc., Morgan City, La. This is the second vessel of this name: first b. 1924 was sold to U. S. Mississippi River Commission in May, 1925, capsized in a storm near Memphis resulting in the death of Major S. Waters Fox and others.

M. F. Treadwell

Diesel hawser tug, wood hull, single prop. b. Mobile, Ala., by Joe La Coste, Sr., 1913. 65.5 x 12.7 x 5.5. Fairbanks-Morse 6 cyl. 10 x 12 $\frac{1}{2}$ diesel 210 hp. installed 1942. Originally named LULIE R. and owned by Florida Power Corp. at Tampa, Fla. Capt. Mack Lipscomb owned her until Oct., 1947, when she was sold to present owner, J. W. Keith, Mobile, Ala.

Mable

Diesel hawser tug, wood hull, single prop. b. Biloxi, Miss., 1941. 53.5 x 15 x 6.4. Cooper-Bessemer 8 cyl. 8 x 10 $\frac{1}{2}$ diesel 210 hp. at 450 rpm. Originally named GULF COAST and renamed by W. L. Jones & Son of Houston, Texas, who operated the boat until sold in April, 1950, to present owner, Parker Bros. & Co., Houston, Texas.

Mac-Rod

Steam towboat, steel hull, sternwheel. b. Pt. Pleasant, W. Va., by Marietta Mfg. Co. and completed at Lock Four yard, Monongahela River, 1925. 120 x 28 x 4.6. Condensing engines, 10 $\frac{3}{4}$'s, 22's-5 ft. stroke, 332 hp. Three return flue boilers, coal burner. Originally named PENNOVA, owned by U. S. Engineers, Pittsburgh. Sold at public sale to Charles Zubik, 1939, renamed CHARLES ZUBIK. Present owner bought the boat, Oct., 1941, gave her the present name. Owned by McCrady-Rodgers Co., Pittsburgh, Pa.

Macomb

Diesel towboat, steel hull, twin props. b. Blair, Neb., by Petersen & Haecker, Ltd., 1943. 42 x 12 x 5 $\frac{1}{2}$. Buda diesels total 300 hp. Owned by U. S. Engineer Corps, Rock Island, Ill.

Madame Toussaint

Motor tug, wood hull, single prop. b. Biloxi, Miss., by Covacevick Bros., 1938. 38.1 x 12.2. Chrysler 6 cyl. gas engine. Originally named JACKIE, and JACK. Owned by Louisiana Land and Exploration Co., Houma, La.

Magnolia

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Co., 1950. 100 x 26.1 x 11.2. General Motors 12 cyl. 8 $\frac{3}{4}$ x 10 $\frac{1}{2}$ diesel 1200 hp. at 200 rpm. Reduction gear 2 $\frac{1}{2}$ to 1. Note: this new vessel replaces former steam tug of same name owned by this company. Owned by Magnolia Petroleum Co., Beaumont, Texas.

Majestic

Motor tug, wood hull, prop. b. New Orleans, La., 1922. 66.8 x 15 x 4. 125 hp. Owned in 1939 by New Orleans-Burwood Packet Co. and operated as a freight packet. Now owned by O. J. Schwabe, Houston, Tex.

Major

Diesel towboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1928. 64.7 x 18 x 3.7. Fairbanks-Morse engine, 100 hp. Duplicate of the CRITERION, see. Owned by Kelley's Creek Barge Line, Ward, W. Va.

Manawa

Diesel launch equipped with Caterpillar engine 115 hp. owned by Corps of Engineers, Omaha, Neb.

Manitou

Diesel towboat, steel hull, twin props. b. Stillwater, Minn., by Frank E. Aiple, 1950. 82.9 x 20 x 6.5. General Motors 8 cyl. 6 $\frac{1}{2}$ x 7 diesels total 1000 hp. at 280 rpm. Reduction gear 3.76 to 1. Owned by Aiple Towing Co., Stillwater, Minn.

Maple

Diesel towboat, steel hull, single prop. b. Decatur, Ala., by Ingalls Iron Works, 1938. 64'4" x 15'6" x 6'3". Cooper-Bessemer 6 cyl. 9 x 12 diesel 250 hp. Owned by U. S. Engineers, Memphis, Tenn.

Marco

Diesel towboat, steel hull, twin props. b. Midland, Pa., by Treadwell Construction Co., completed at Jeffersonville Boat & Machine Co., 1939. 148.5 x 40 x 8. Cooper-Bessemer 8 cyl. 15 $\frac{1}{2}$ x 22 diesels total 2000 hp. at 300 rpm. Provided with steam boiler for operating auxiliaries and whistle; duplicate of PATRIOT. Originally named PROGRESS when owned by American Barge Line Co. who sold her, May, 1949, to Martin Oil Service, Inc., Chicago, Ill. This firm gave boat its present name in Sept., 1949.

Margaret

Diesel towboat, wood hull, prop. b. Madisonville, La., 1908. 85.3 x

24.5 x 5.2. Fairbanks-Morse engine, 180 hp. Originally named JOSIE. Was renamed by Sherburne Transportation Co. who used her as a freight carrier out of New Orleans, and made some such trips through to St. Louis. Sold to Red River Barge Line, Plaquemine, La.

Margaret Dawson

Diesel towboat, steel hull, twin props. b. Blair, Neb., by Petersen & Haecker, Ltd., 1941. 64.9 x 20 x 4. National Superior 6 cyl. 8½ x 10½ diesels total 500 hp. at 720 rpm. Reduction gear. Originally owned by Omaha Barge & Towing Co. and named for wife of Frank Prucka, an organizer. Bought in 1943 by present owner, Ashland Oil & Refining Co., Ashland, Ky.

Margaret R.

Diesel towboat, wood hull, sternwheel. b. Nashville, Tenn., 1925. 64.4 x 14 x 3.2. Fairbanks-Morse semi-diesel engine, 75 hp. Owned by Igert, Inc., Paducah, Ky.

Margaret Richardson

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1928. 44 x 9.6 x 4.9. Worthington diesel, 80 hp. Owned by West Kentucky Coal Co., Paducah, Ky., until sold in early 1950 to Poplar Ridge Coal Co., St. Louis, Mo.

Margie

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1945. 100 hp. Caterpillar diesel. Wooden upper works. Owned by Massman Construction Co., Kansas City, Mo.

Marguerite

Diesel towboat, wood hull, sternwheel. b. Zanesville, Ohio, 1932. 64.7 x 15.8 x 2.7. Fairbanks-Morse engine, 100 hp. Owned by Muskingum River Gravel Co., Zanesville, Ohio.

Marian

Diesel towboat, steel hull, prop. Rebuilt 1942 by Petersen & Lytle, Blair, Neb. 50 x 11.2 x 2.5. Cummins 180 hp. engine. Originally a gas boat, b. Hardin, Ill., 1926. Owned by Kansas City Bridge Co., Kansas City, Mo.

Marilyn M.

Diesel towboat, steel hull, single prop. b. Houston, Texas, by Parker Bros. Shipyard, 1947. 107 x 24 x 7.5. Fairbanks-Morse 10 cyl. 8½ x 10 diesel provides 1600 hp. at 720 rpm. Reduction gear. This vessel was rebuilt and re-engined, spring of 1949. Owned by B & M Towing Co., Houston, Texas.

Marjelea

Diesel towboat, steel hull, triple props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding & Dry Dock Co., 1947. 108 x 30. Superior supercharged 9 x 12 diesels total 2600 hp. Owned by Lea River Lines, Wilmington, Del.

Marjorie

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1929. 74.1 x 16 x 4. Fairbanks-Morse 5 cyl. 10 x 12 diesel, 200 hp. at 400 rpm. Design quite similar to the SEWICKLEY, DOROTHY, DIESEL, VIRGINIA, etc. Owned by Cumberland River Sand Co., Nashville, Tenn.

Mark Twain

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1932. 157 x 42 x 6. Condensing engines, 17's, 34's-9 ft. stroke, 1000 hp. Water tube boilers, oil burners. Owned by Inland Waterways Corp., St. Louis, Mo., until sold, January, 1947, to Mississippi Valley Barge Line Co., St. Louis, Mo.

Mars

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Tex., by Gulfport Boiler & Welding Works, 1942. 65.5 x 18 x 9.2. Atlas Imperial 6 cyl. 12 x 16 diesel 400 hp. at 320 rpm. Direct drive. Owned by Butcher-Arthur, Inc., until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Martin Behrman

Steam ferry, steel hull, single prop. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1917. 126.5 x 31.2 x 7.2. 250 hp. Allowed 200 passengers and 40 automobiles. Owned by Bisso Ferry Co., New Orleans, La.

Marvin

Diesel hawser tug, wood hull, prop. b. Cedar Bayou, Texas, 1928. 42.1 x 12.3 x 7. 135 hp. engine. Owned by George Bacon, Houston, Texas, until sold 1949 to present owner, Golden Towing Co., Galveston, Texas.

Mary

Diesel towboat, wood hull, sternwheel. b. Tuscaloosa, Ala., 1928. 63.4 x 16 x 2.6. Buda diesel 120 hp. Rebuilt in 1936. Owned by Baker Towboat Co. until sold 1947 to Findlay Towing Co., Tuscaloosa, Ala.

Mary

Motor towboat, wood hull, prop. b. Wilson, Ark., 1933. 41.4 x 12.7 x 4.5. Red Wing Big Chief gas engine, 120 hp. Owned by Lee Wilson Co., Wilson, Ark., until 1950, when sold to Elliott Sartain & Co., Osceola, Ark.

Mary Ann

Diesel towboat, wood hull, prop. b. Washington, Mo., 1935. 30.2 x 9.5 x 3.2. 120 hp. engine. Originally owned by Woods Bros. Construction Co. Owned by Hough-Cowgur and Co., St. Louis, Mo.

Mary C.

Diesel hawser tug, steel hull, prop. b. Houston, Texas, 1937. 63.3 x 17.9 x 8.4. Atlas diesel, 275 hp. Sister boat to the GEORGE HAMMAN, BETTY H., KEITH STERLING, see. Owned by Edwards Transportation Co., Houston, Texas.

Mary Edna

Diesel hawser tug, steel hull, prop. b. Houston, Tex., 1939. 66.5 x 18.8 x 7.9. 380 hp. engine. Owned by Barge Transport Co., Houston, Texas.

Mary Elizabeth

Diesel towboat, steel hull, single prop. b. Newburgh, N. Y., 1905. 74 x 18.5 x 6. Originally steam tug OSSINING, rebuilt at Memphis, Tenn., 1928, renamed. Now has Atlas-Imperial diesel installed 1930, 350 hp. Owned by Warner and Tamble, Memphis, Tenn.

Mary Ellen

Diesel towboat, steel hull, single prop. b. Chicago, Ill., by Calumet Shipyard and Dry Dock Co., 1945. Cooper-Bessemer 8 cyl. 13 x 16 diesel 810 hp. at 450 rpm. installed 1950 replacing earlier Superior. Note: This is the second vessel of the name; first was wood hull b. 1934 and dismantled 1944. Owned by A. L. Mechling Barge Line, Joliet, Ill.

Mary Jane

Diesel towboat, wood hull, twin props. b. Havana, Ill., 1940; rebuilt Paducah, Ky., in 1947. 61.2 x 17.1. Buda diesels deliver 300 hp. Originally named ROBERT E. LIES when owned by Capt. George Hillyer and C. F. Duerkopa and later by Upper Mississippi Towing Corp. Present owner bought her, Nov., 1946, rebuilt, renamed her. Sank at Lock B, Cumberland River, July 22, 1949. Raised. Owned by Igert, Inc., Paducah, Ky.

Mary Joan

Diesel towboat, steel hull, split sternwheel. b. New Orleans, La., 1937. 80.4 x 20 x 3.8. Atlas diesel 160 hp. Huth Construction sold her, Feb., 1947, to Grubb Construction Co., Franklin, La.

Mary R.

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, 1936. 53.1 x 14.4 x 6. 160 hp. Originally named LENA B. Maritime Oil Transport Co. owned her until recently; new owner not determined.

Mary Woods No. 2

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1931, as a sternwheel-steam towboat. Converted by owner at Memphis, 1949. Caterpillar diesels total 400 hp. Original dimensions were 111 x 26 x 4.4. Owned by Woods Lumber Co., Memphis, Tenn.

Masco I.

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Shipyard and Dry Dock Co., 1946. 85 x 24 x 8.2. General Motors diesels total 1000 hp. at 1300 rpm. Falk gear reduction ratio 3 to 1. Kort nozzles. Retractable pilothouse. Originally named VIKING owned by Hulett Transportation Co., bought by present owner 1948 who removed original engines. Owned by Material Service Corp., Chicago, Ill.

Masco II

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville

Bridge Co., 1925. 110 x 26 x 6. Fairbanks-Morse diesels total 1000 hp., placed 1935. Originally named NORTH STAR (see earlier issues IRR for earlier career) and the Ohio River Company sold her, 1948, to Material Service Corp. who renamed her.

Mascot

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Harms & Smaihall Shipyard, Inc., 1938. 42 x 13 x 4. General Motors diesel Model 6-71, 165 hp. Owned by Harms Marine Service, Inc., Orange, Texas.

Matamoros

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Co., 1941. 68.9 x 20.1 x 8.4. Atlas Imperial diesel 400 hp. Originally named CORPUS, sank, raised, recommissioned and renamed ALMA D. by River Terminals Corp, which became Dixie Carriers, Inc., June, 1948. This firm sold the boat to present owners in December, 1949, who renamed her again. Owned by Tex-Mex Towing Co., Houston, Texas.

Mateur

Steam towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1944. A DPC; for details of construction see ATTU. Federal Barge had her during the war. In March, 1947, transferred to U. S. Engineers, Vicksburg, Miss.

Mattie P. Simpson

Diesel towboat, steel hull, twin props. b. Pascagoula, Miss., by F. B. Walker & Sons, 1949. 120 x 30 x 11.5. General Motors 16 cyl. diesels total 2880 hp. Boat resembles JOHNNY WALKER (see) in most details. Owned by Simpson Oil Co., Charleston, Mo.

Maxine McDermott

Diesel hawser tug, steel hull, single prop. b. 1944. 81.1 x 24 x 9.8. General Motors Model 8-567 diesel 700 hp. Originally WSA-25. Bought and renamed by present owner 1950. Owned by J. Ray McDermott & Co., Inc., Harvey, La.

Maydee

Diesel hawser tug, steel hull, single prop. b. Pascagoula, Miss., 1940. 62 x 16.5 x 6.2. Cooper-Bessemer 6 cyl. 10½ x 13½ diesel 300 hp. at 400 rpm. Originally named C. C. CLIFTON and was owned by Calmes Construction Co. and renamed by Louisiana Materials Co., who transferred her 1949 to Stevens & Co., New Orleans, La.

Maye

Motor tug, wood hull, prop. b. Pascagoula, Miss., 1910. 52.2 x 11.8 x 4. 100 hp. Owned by Horton & Horton, Houston, Texas.

McBride

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1946. 43 x 12 x 4. Cummins diesel 125 hp. Owned by Illinois Central Railway.

Memphis

Steam towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1921. 200 x 40 x 7.9. Triple expansion condensing engines, 15 $\frac{1}{2}$ " x 26 $\frac{1}{4}$ " x 44 $\frac{1}{2}$ " by 26" stroke, 1800 hp. at 140 rpm. Props 9'4" dia. Water tube boilers, oil burners. Owned by Inland Waterways Corp., St. Louis, Mo. Sank at Brownsville, Minn., in May, 1950; raised.

Mercury

Diesel hawser tug, steel hull, single prop. b. Morris Heights, N. Y., by Consolidated Shipbuilding Corp., 1943. 81.1 x 24 x 9.8. General Motors 8 cyl. 8 $\frac{1}{2}$ x 10 diesel 700 hp. at 750 rpm. Originally DPC tug 85. Sold to present owner in 1946 who added towing knees. Sank at New Orleans, April 3, 1949, foot of State Street, in 60 ft. of water. Owned by Butcher-Arthur, Inc., until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Mercury

Diesel hawser tug, steel hull, single prop. b. 1946. 68.5 x 18 x 8.2. Superior diesel 730 hp. Owned by Wade Towing Co., Houston, Texas.

Merimether Lewis

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis, Shipbuilding and Steel Co., 1948. 98.1 x 28.1 x 9.9. Enterprise 8 cyl. 16 x 20 diesel 1700 hp. at 360 rpm., supercharged. Reduction gear. Sister vessel to SAMUEL CLEMENS, STEPHEN FOSTER, WILLIAM CLARK, see. Owned by Butcher-Arthur, Inc., until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Michael W. Daly

Diesel towboat, steel hull, single prop. b. by owner. 34 x 10.5 x 4.5. Buda 6 cyl. diesel 150 hp. Owned by Kelly Sand Co., Burlington, Iowa, until sold in 1950 to Vollmar Bros. Construction Co., St. Louis, Mo.

Mid-Continent Ace

Diesel towboat, steel hull, single prop. b. Louisville, Ky., 1942 and completely rebuilt at Mound City Marine Ways, 1949. Originally 75 x 21 x 10.5. and lengthened to 90 ft. during the rebuilding. General Motors 12 cyl. diesel 900 hp. placed 1949. Originally named ALYCE MAE, was renamed by owner 1949; Mid-Continent Barge Line Co., St. Louis, Mo.

Midway

Diesel hawser tug, wood hull, single prop. b. by U. S. during World War II. 36 x 10.5 x 5. General Motors 6 cyl. diesel 200 hp. at 800 rpm. Reduction gear 2 to 1. Vessel rebuilt by present owner 1949. Owned by Freeport Sulphur Co., Port Sulphur, La.

Midwest Cities

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1940. 84.2 x 24 x 7.6. General Motors diesel 850 hp. placed 1948 and Kort nozzle installed. Owned by Lake Tankers Corp., Wilmington, Del.

Miller

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levings-ton Shipbuilding Co., 1942. 74 x 20 x 9.1. Atlas Imperial diesel 400 hp. at 300 rpm. Originally in U. S. Army Transportation Corps and was designated ST-29, transferred January, 1947, to Corps of Engineers, Vicksburg, Miss. and again transferred 1949 to U. S. Engineer Dept., Memphis, Tenn.

Minnesota

Steam towboat, steel hull, twin props. b. Stillwater, Minn., by Marietta Manufacturing Co., 1921. 223.7 x 58 x 8. Triple expansion condensing engines, 16 $\frac{3}{4}$ " x 26 $\frac{1}{2}$ " x 31 $\frac{1}{2}$ " x 31 $\frac{1}{2}$ " by 22" stroke. 2400 hp. at 185 rpm. Water tube boilers, oil burners. Originally was a sternwheel boat (see ILLINOIS) and converted to twin prop by owner in 1931. Owned by Inland Waterways Corp., St. Louis, Mo.

Minnesota Husky

Diesel towboat, steel hull, single prop. b. Blair, Neb., by Petersen & Haecker, Ltd., 1943-44. 118.5 x 30 x 9. Cooper-Bessemer supercharged 8 cyl. 15 $\frac{1}{2}$ x 22 diesel 1400 hp. at 300 rpm. Upper Mississippi Towing Co. sold her to Fleet Towing Co., Carlinville, Ill., July, 1948.

Minneconjou

Motor towboat, steel hull, single prop. 36 x 7.5 x 3.2. Ford V-8 engine 110 hp. Originally in U. S. Engineer Corps, sold to present owner 1940 who rebuilt her. Owned by Omaha Dredge & Dock Co., Omaha, Neb.

Mishawaka

Diesel towboat, steel hull, twin prop. b. Cape Girardeau, Mo., by Eddie Erlbacher, 1938-39. 90.7 x 18.4 x 4.9. National Superior engines total 700 hp. Owned by Missouri Barge Line, Cape Girardeau, Mo.

Miss B.

Diesel outing boat, steel hull, twin props. Originally a Navy PT boat, rebuilt, having two Buda diesels 150 hp. each. Power unit 25 ft. long, detachable from barge unit. Combined overall length 103 ft. Work done at Cincinnati, 1949. Owned by Capt. John L. Beatty, Cincinnati, O.

Miss Sterling

Diesel towboat, steel hull, sternwheel. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1926. 64.9 x 16.6 x 3. Caterpillar diesel 135 hp. at 900 rpm. Originally named MARIETTA and had a gas engine; sold to A. D. Elliott of St. Mary's, W. Va., who put Kahlenberg diesel on her from former REVONAH, later installed present engine. Sold to present owner in April, 1950. Owned by Crain Bros., Inc., Pittsburgh, Pa.

Mississippi

Diesel hawser tug, wood hull, prop. b. Apalachicola, Fla., 1926. 51 x 12.3 x 4.2. 180 hp. Owned by Albert G. Thomas, New Orleans, La.

Mississippi

Steam towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque

Boat and Boiler Co., 1922. 126 x 26.3 x 4.9. 400 hp. Owned by Mississippi Lime Co., Alton, Ill.

Mississippi

Steam inspection and towboat, steel hull, sternwheel. Hull built by Howard Ship Yard and Dock Co., Jeffersonville, Ind., 1927, and taken to Ayer & Lord marine ways, Paducah, Ky, where cabin, etc. from prior U. S. MISSISSIPPI were placed over with alterations. New engines at the time: 15's, 32's-7 ft. stroke, 823.95 hp. at 20 rpm. Water tube boiler new 1927 burns fuel oil. Hull 185 x 38 x 7'3". This is the third U. S. steamer MISSISSIPPI for inland river service: first b. 1882 at St. Louis with iron hull was dismantled about 1905. Second b. 1905 at New Orleans using hull of the U. S. towboat LEOTA b. Dubuque, 1899. Both of these hulls survive, 1946, if we are correctly informed, as cargo barges. Vessel owned by U. S. Engineer Corps, New Orleans, La., until 1947 when transferred to Corps of Engineers, U. S. Army, Memphis, Tenn.

Missouri

Steam towboat, steel hull, twin props. b. Stillwater, Minn., by Marietta Manufacturing Co., Stillwater, Minn., 1921. 217.5 x 58 x 8. Triple expansion condensing engines, 16 $\frac{3}{4}$ " x 26 $\frac{1}{2}$ " x 31 $\frac{1}{2}$ " x 31 $\frac{1}{2}$ " x 22" stroke. 2400 hp. at 185 rpm. Props 8'8" dia. Water tube boilers, oil burners. Originally a sternwheel towboat (see ILLINOIS) and was converted by Alabama Dry Dock & Shipbuilding Co., Mobile, Ala., in the fall of 1938. Owned by Inland Waterways Corp., St. Louis, Mo.

Missy

Diesel towboat, steel hull, single prop. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1948. 42 x 13 x 5.5. Caterpillar marine diesel delivers 135 hp. at 304 rpm. 2.96 to one reduction gear. Owned by Sangravl Company, Inc., Nashville, Tenn.

Mixson

Steam towboat, steel hull, sternwheel. b. Charleston, S. C., 1925. 158'4 $\frac{1}{2}$ " x 30'0" x 4'10". Engines 13's-5 ft. stroke made by Charleston Dry Dock and Machine Co. One water tube boiler, Wickes type, coal fired. 260 hp. Originally named GEORGIA. Operates Tombigbee-Warrior rivers. Owned by U. S. Engineer Dept., Mobile, Ala.

Mobile

Diesel towboat, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1938. 145 x 35.5 x 11.8. General Motors diesels total 1800 hp. being installed 1950. Originally a steam tug, hawser type, operated by Federal Barge Lines until sold to present owner in 1948. Owned by Zubik Towing Co., Pittsburgh, Pa.

Mohawk

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Platzer Boat Works, 1949. 93 x 23 x 10.5. General Motors 12 cyl. 8 $\frac{1}{2}$ " x 10 diesel 900 hp. at 744 rpm. Reduction gear. Owned by D. O. Wade, Wade Towing Co., Houston, Texas.

Mokita

Diesel towboat, steel hull, twin props. b. Cape Girardeau, Mo., by Erlbacher Bros., 1935. 107.8 x 23.4 x 6.4. National Superior engines total 1180 hp. Owned by Streett Towing Co., St. Louis, Mo.

Mongah

Steam towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation and completed at Elizabeth, Pa., marine ways, 1937. 141.2 x 32.1 x 6.5. Condensing engines, 14's, 28's-7 ft. stroke built by Marietta Manufacturing Co., 700 hp. Babcock & Wilcox steam generators, stoker fired, coal burner. Owned by Pittsburgh Coal Co., Pittsburgh, Pa.

Moniteau

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., at U. S. E. Boatyard, 1934. 41.5 x 9.5 x 4'11". Caterpillar 6 cyl. diesel, 100 hp. at 900 rpm. Owned by U. S. Engineer Corps, Kansas City, Mo.

Monmouth

Diesel towboat, steel hull, twin props. b. Blair, Neb., by Petersen & Haecker, Ltd., 1943. 42 x 12 x 5½. Buda engines total 300 hp. Owned by U. S. Engineer Corps, Rock Island, Ill.

Monona

Motor launch equipped with Red Wing engine 110 hp. owned by Corps of Engineers, Omaha, Neb.

Monongahela

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and completed at Coal Valley, Pa., marine ways, 1927. 169.8 x 38.9 x 6.5. Condensing engines, 18's, 36's-8.6 ft. stroke, 1400 hp. Five return flue boilers, oil burners. Paddlewheel 26½ ft. dia. by 24 ft. Sixteen buckets with 38" dip. Originally a coal burner, was converted to fuel oil at Dravo Corp. ways, Neville Island, Pa., in fall and winter, 1945-46, at which time she was given a new hull and other improvements. Owned by Ohio Barge Line, Pittsburgh, Pa.

Montgomery

Diesel towboat, steel hull, twin props. b. Jeffersonville, Ind., by Howard Shipyard and Dock Co., 1920 and originally steam-prop. Converted 1949 at Calumet Ship, Chicago. Fairbanks-Morse 5 cyl. 12 x 15 diesels total 800 hp. at 340 rpm. Direct drive. Owned by Inland Waterways Corp., St. Louis, Mo.

Montgomery

Steam snagboat, steel hull, sternwheel. b. Charleston, S. C., 1926. 178 x 34'3" x 6'0". Iron paddlewheel, single stack. Engines 14's-6 ft. stroke made by Charleston Dry Dock & Machine Co. One Scotch marine boiler. 325 hp. Operated on Tombigbee-Warrior rivers. Owned by U. S. Engineer Corps, Mobile, Ala.

Moore

Diesel tug, steel hull, single prop. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding & Dry Dock Co., 1942. 53 x 14 x 7.5. Fairbanks-

Morse 5 cyl. 8¾ x 10½ diesel 150 hp. at 450 rpm., direct drive. Transferred 1949 to Corps of Engineers, New Orleans, La.

Moreau

Diesel launch equipped with Gray Marine engine 165 hp. owned by Corps of Engineers, Omaha, Neb.

Morganza

Steam tug, steel hull, single prop. b. Philadelphia, Pa., 1892. 94 x 19 x 10. Originally named ALFRED W. BOOTH. In 1902 acquired by U. S. Engineer Dept. at New Orleans, renamed U. S. ENGINEER GENERAL GILLESPIE, again renamed MORGANZA. Sold 1947 to present owner, George W. Whiteman, Gretna, La.

Morris

Diesel hawser tug, wood hull, single prop. b. Cedar Bayou, Texas, 1930. 42 x 11.5 x 3.6. Buda diesel 165 hp. Owned by John M. Kilgore, Goose Creek, Texas.

Mozier

Diesel tender, steel hull, single prop. 34 x 7 x 3'11". Buda 6 cyl. 4 cycle diesel, 114 hp. at 1500 rpm. Owned by U. S. Engineer Corps, St. Paul, Minn.

Murray

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Port Houston Iron Works, Inc., 1944. 45 x 12'5" x 7'1½". Buda diesel 165 hp. at 825 rpm. Originally in U. S. Transportation Corps designated as ST-553, transferred to Corps of Engineers, Vicksburg, Miss., in August, 1947. Renamed to honor John O. Murray who was with the U. S. Engineers, 1928-1947.

Muskegon

Diesel harbor tug, steel hull, single prop. b. Duluth, Minn., 1931. 66'3" x 17' x 7'8". Winton diesel with 10" bore, 14" stroke. 235 hp. at 350 rpm. Transferred from U.S.E. at Milwaukee. Owned by U. S. Engineer Corps, New Orleans, La.

Mustang

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1929. 56.5 x 14 x 6.5. Fairbanks-Morse 6 cyl. 8 x 10 diesel, 180 hp. direct drive. Originally named KUTTAWA owned by Kosmos Towing Co., Louisville, Ky. Sold and renamed in 1944 by Central Barge Co., who sold her in March, 1950, to Michael Simunic of South Chicago, Ill.

Myrtle

Diesel buoy tender, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1932. 93 x 23 x 4'10". Two Cummins 4 cyl. engines, 4 cycle, 8½" stroke, 110 hp. 186 tons displacement. Owned by U. S. Coast Guard, New Orleans, La.

N. H. DeBardleben

Diesel hawser tug, iron hull, single prop. b. Camden, N. J., by J. H. Dialogue & Son, 1886. 93.6 x 22 x 8.5. Fairbanks-Morse 10 cyl. 8½ x 10 diesel 1600 hp. at 720 rpm. installed Sept., 1948. Reduction gear 2½ to 1. Originally a steam tug named C. C. CLARKE, then renamed NEW YORK CENTRAL NO. 3, A. WHITEMAN, CORONA. Owned by Coyle Lines, Incorporated, New Orleans, La.

N. P. Wheeler

Motor towboat, steel hull, twin props. b. Oil City, Pa., 1939. 36 x 8 x 3.5. Kermath gas engines total 240 hp. Tunnel stern. Owned by Oil City Sand & Gravel Co., Oil City, Pa.

Nancy H.

Motor towboat, wood hull, prop. b. Beardstown, Ill., 1933, and rebuilt 1943. 35.8 x 10.5 x 4.5. 120 hp. engine. Owned 1939 by George W. Hulett, and now owned by Construction Aggregates Corp., Chicago, Ill.

Nancy Jane

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., by C. A. Grimm, 1941. 75 x 18 x 3. Fairbanks-Morse engine, 180 hp. Owned by Coal City Towing Co., Pittsburgh, Pa.

Nancy Lee

Diesel hawser tug, steel hull, single prop. b. 1945. 53 x 16 x 7. Atlas diesel 160 hp. Lester F. Alexander Co. sold her in 1946 to Texas Company, Producing Dept., New Orleans, La.

Nancy M.

Motor towboat, wood hull, sternwheel. b. Clay's Ferry, Ky., 1939. 60 x 14 x 2.7. 85 hp. Originally owned by John W. Marr of Lexington, Ky. and sold 1949 to T. G. Keeney Sons, Diamond, W. Va.

Napoleon

Diesel hawser tug, iron hull, single prop. b. Dubuque, Iowa, by Iowa Iron Works, 1884. 74.8 x 13.8 x 7. Atlas diesel 320 hp. Originally steam tug IDA PATTON, converted 1943. Owned by Victory Towing Co., New Orleans, La.

National

Diesel towboat, steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1940. 154.8 x 34.5 x 8. National Superior Model 80-M-8 diesels total 1600 hp. American Barge Line sold her to Mid-Continent Barge Line in Dec., 1947; again sold to Sohio Petroleum Co., Cleveland, O., in July, 1948.

Native

Diesel hawser tug, wood hull, twin props. b. Ferdinanda, Fla., 1942. 46.9 x 16.4 x 4.4. Caterpillar diesels total about 230 hp. Owned by Southeastern Oil at Jacksonville, Fla., until sold to present owner 1949. Originally named PETE GILLETTE. Owned by Beardslee and Slaughter, Mobile, Ala.

Nebraska

Diesel towboat, steel hull, twin props. b. Leavenworth, Kansas, by Missouri Valley Steel, Inc., 1950. 55 x 18 x 6. General Motors (Detroit) 6-71 diesels total 260 hp. Owned by Cunningham & Kiewit, Omaha, Neb.

Nebraska City

Diesel towboat, steel hull. b. Gasconade, Mo., by U. S. Boatyard, 1948, Owned by U. S. Engineers, Omaha, Neb.

Needa

Diesel towboat, steel hull, single prop. b. Kansas City, Mo., by owner, 1950. 39.4 x 10.6 x 3.1. General Motors 6 cyl. 4¼ x 5 diesel 130 hp. at 1600 rpm. Reduction gear 2 to 1. Owned by Massman Construction Co., Kansas City, Mo.

Nellie

Diesel hawser tug, iron hull, single prop. b. Camden, N. J., 1879 and in 1941 was rebuilt, converted to diesel by owner. 76.2 x 17.8 x 9. Cooper-Bessemer 8 cyl. 10½ x 13½ diesel 400 hp. at 400 rpm. Owned by Aiken Towing Co., Pensacola, Fla.

Nellie

Diesel hawser tug, wood hull, single prop. b. Houston, Tex., 1927. 65.6 x 17 x 7.6. Cooper-Bessemer 6 cyl. 11½ x 15 diesel 350 hp. at 350 rpm. Owned by John Young Co., Inc., Houston, Tex.

Nelseco

Diesel towboat, steel hull, single prop. b. Paducah, Ky., 1938. 45.9 x 10 x 5.3. Nelseco diesel, 120 hp. Owned by Federal Materials Co., Inc., Paducah, Ky.

Nelson M. Broadfoot

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1949. 80 x 30 x 10. General Motors 12 cyl. diesels total 1800 hp. Owned by Ingram Products Co., Nashville, Tenn.

Nemacolin

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1929. 89 x 16 x 4.3. Gray diesel 225 hp. placed at U. S. Repair Station, Marietta, O., in May, 1949. Owned by U. S. Engineer Corps, Huntington, W. Va.

Neptune

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1935. 65 x 18.3 x 9.7. Atlas Imperial diesel 380 hp. Originally named WM. HELLS. Butcher-Arthur recently transferred her to Arthur-Smith Corp., Houston, Texas.

Neville

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1935. 153.8 x 34.1 x 7.9. General Motors 12 cyl. diesels

total approx. 1500 hp. at 700 rpm. installed 1948. Kort nozzles. 1740 push hp. Owned by Union Barge Line Corporation, Pittsburgh, Pa.

New Brunswick

Motor tug, wood hull, prop. b. Mobile, Ala., 1891. 60 x 14 x 6.1. 200 hp. Owned by Horton & Horton, Houston, Tex.

New Era

Diesel towboat and sand dredge, wood hull, sternwheel. b. Paducah, Ky., 1925. 60.2 x 15 x 3. General Motors diesel 113 hp. installed 1946. Owned by Caruthersville Sand & Gravel Co., Caruthersville, Mo.

New Lonie

Diesel hawser tug, wood hull, single prop. b. Golden Meadow, La., 1942. 57 x 15.5 x 5. Fairbanks-Morse 5 cyl. F-10 diesel 200 hp. at 400 rpm. Originally owned by E. J. Boudreaux and since 1946 by Harbor Transport Co., Houston, Texas.

New Lotus

Diesel towboat, wood hull, sternwheel. b. Brunswick, Mo., 1931. 77 x 22.6 x 4. Gray Marine diesel 225 hp. installed 1947. Originally a steam towboat operated by Massman Construction Co. on Missouri River, sold to Capt. Billy Bryant of showboat fame 1939 and used in connection with Bryant Showboat. In Sept., 1942, sold to Earl Webster, Pittsburgh, who sold her to Alex J. Slepski, Pittsburgh. This is the second towboat to bear the name: first NEW LOTUS was b. Indian Village, La., 1919, long operated by U. G. I. Contracting Co. on Missouri River.

New Majestic

Diesel freight packet, wood hull, single prop. b. Biloxi, Miss., by J. D. Covacevich Shipyard, 1940. 72.1 x 22.6 x 7. Atlas Imperial diesel, 220 hp. Owned by Majestic El Rito Freight Service, Inc., New Orleans, La.

New Orleans

Steam ferry, catamaran steel hull, center paddlewheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1925. 144 x 55 x 7.7. Engines 18's-6 ft. stroke by Iowa Machine Works. Two return flue boilers. Sister boat to the ALGIERS, see. Allowed 800 passengers and 40 automobiles. 600 hp. Owned by Algiers Public Service Co., New Orleans, La. The NEW ORLEANS and the 425-foot steel freighter EDGAR F. LUCKENBACH (6000 tons) got in a mix-up at New Orleans over signals on July 21, 1939, and the affair ended in the sinking of the ocean liner with her stern in 100 feet of water. Later the LUCKENBACH was abandoned and dismantled. The ferry boat was the winner without a scratch.

New Orleans

Diesel towboat, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Works, 1931. 215 x 43.6 x 10.1. Overall length is 226' 4 3/4". Was the largest and most powerful diesel towboat on the rivers when built, now surpassed in hull size by PIONEER and in

engine power by several. Originally named HERBERT HOOVER. General Motors diesels were installed at Dravo Corporation, 1948, providing 3200 hp. and replacing original McIntosh & Seymour diesels 2200 hp. As HERBERT HOOVER owned by Inland Waterways Corp. and operated until World War II, at which time she was temporarily retired at Cairo, Ill. Sold, February, 1948, to Mississippi Valley Barge Line Co., who changed engines, made alterations to the stern, changed name. Kort nozzles added in June, 1950.

Nicholas Duncan

Diesel towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1939. 124.7 x 28 x 8.8. Atlas Imperial engines total 800 hp. Designed by T. R. Tarn, Pittsburgh. Owned by Marquette Cement Manufacturing Co., Chicago, Ill.

Nig

Diesel hawser tug, steel hull, single prop. b. Philadelphia, Pa., 1880. 85 x 17.5 x 9.5. Cooper-Bessemer 8 cyl. 15½ x 22 diesel 1100 hp. at 425 rpm. Originally a steam tug named CONFIDENCE, then WABAN, then PENNSYLVANIA operated on Atlantic East Coast until bought by Intracoastal Towing & Transportation Co. of Houston, Tex. In 1949 present owner had the boat rebuilt and converted to diesel at Calmes Engineering Co., New Orleans, renamed her. Owned by Oulliber Bros. Towing Co., Slidell, La. Sank below New Orleans on June 11, 1950. Raised and returned to service.

Nina F.

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1945. General Motors diesels total 1000 hp. placed Jan., 1949. 68 x 18 x 5. Owned by Fabick Tugboat Rental Co., St. Louis, Mo.

Nodaway

Diesel towboat, steel hull, twin props. b. Westwego, La., by Avondale Marine Ways, Inc., 1949. 46' x 14'4" x 5'7". Gray Marine 6 cyl. 4½ x 5 diesels total 165 hp. at 880 rpm. 7.04 to 1 reduction gear. Owned by U. S. Engineer Corps, Kansas City, Mo.

Norka

Diesel towboat, wood hull, props. b. St. Louis, Mo., 1913, and entirely rebuilt in 1933. 55 x 12.4 x 2.5. Originally had 40 hp. gas engine, owned by James W. Dryden, Dryden, Ill. Owned by Lewis J. Stiers, 1939. Now rated 220 hp. and owned by Modern Sand & Gravel Co., St. Louis, Mo.

Norma H.

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1941. Cummins supercharged diesel, 150 hp. Owned by Central States Dredging Co., St. Louis, Mo.

Norma Webb

Diesel hawser tug, wood hull, single prop. b. Galveston, Texas, 1934. 44.4 x 13 x 5.6. National Superior 3 cyl., 9 x 12 engine, 250 hp. Owned by Cornelius Kroll & Co., Houston, Texas.

Normahal

Diesel hawser tug, wood hull, single prop. b. New Orleans, La., by Arthur Duvic's Sons, 1937. 49.3 x 15.3 x 5.6. Atlas Imperial 6 cyl., 9 x 12, direct reversible engine, 160 hp. Originally owned by Matson Hall. Now owned by Hanson Marine Ways, Galveston, Texas.

Norris

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1940. 86 x 20 x 7.4. Atlas Imperial diesel, 400 hp. Arrow Transportation Co., Sheffield, Ala.

North American

Steam hawser tug, steel hull, single prop. b. Camden, N. J., 1913. 82 x 21.5 x 10.4. Dialogue engine 600 hp. Owned by Texas Company, Port Arthur, Texas, until 1947 sold to D. M. Picton & Co., Port Arthur, Texas.

Nueces

Diesel hawser tug, wood hull, single prop. b. Houston, Texas, 1927. 69.6 x 20 x 7.2. Fairbanks-Morse 360 hp. diesel placed 1927. Owned 1946 by Atlantic Pipe Line Co. and now by Port Arthur Towing Co., Port Arthur, Texas.

O. F. Shearer

Steam towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1919. 141.2 x 27 x 5.6. Condensing engines, 14's, 30's-6 ft. stroke, 400 hp. Four return flue boilers, coal burner. Originally named VICTORY and owned by Keystone Sand & Supply Co., Pittsburgh. Was one of two boats built in the back channel yard (other was the WARREN ELSEY) and both originally were 135.7 ft. long and both were subsequently lengthened. Sold in summer of 1939 to O. F. Shearer & Sons Co., Cincinnati, Ohio, and renamed.

O. J. Cenac

Diesel hawser tug, single prop. b. Houma, La., 1942. Atlas Imperial diesel 120 hp. Shortly after construction tug was taken over by U. S. Army, and owner reacquired her 1947. Owned by Cenac Towing Co., Houma, La.

Oak

Diesel towboat, steel hull, single prop. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1934. 55'8" x 13' x 5'6". Buda diesel, 165 hp. Owned by U. S. Engineer Corps, Memphis, Tenn.

Ohio

Diesel hawser tug, wood hull, single prop. b. Cedar Bayou, Texas, 1914. 42 x 11 x 3.6. Caterpillar diesel 180 hp. Owned by Parker Bros. & Co., Houston, Texas.

Ohio

Diesel ferry, wood hull, sternwheel. b. Paducah, Ky., 1924. 64.7 x 30 x 3. Cummins diesel 150 hp. Originally a steam ferry which was rebuilt and repowered 1937. Owned by McKay Bros., Carrollton, Ky.

Ohio

Steam towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1930. 191 x 40.6 x 8. Two vertical uniflow condensing 3 cyl. single expansion engines. Two water tube boilers, oil burners. In the fall of 1941 this boat was returned to Dravo and equipped with Kort nozzles. Her original hp. of 2140 was increased thereby approximately 20 per cent. Owned by Mississippi Valley Barge Line Co., St. Louis, Mo.

Ohio Falls

Motor survey boat, wood hull, twin props. b. Greenport, N. Y., by Greenport Basin and Construction Co., 1938. 42 x 11'8" x 5'3". Chrysler 8 cyl. 3 $\frac{3}{4}$ x 4 $\frac{1}{8}$ engine placed new in 1949. Reduction gear 2 to 1. Transferred from Louisville District to Pittsburgh District of U. S. Engineer Corps, 1948.

Okoloosa

Diesel hawser tug, wood hull, single prop. b. Milton, Fla., 1886. 65 x 15.4 x 5.8. Cooper-Bessemer 6 cyl. 10 $\frac{1}{2}$ x 13 $\frac{1}{2}$ diesel 300 hp. at 400 rpm. installed by Calmes Engineering Co., New Orleans, 1947. Owned by Aiken Towing Co., Pensacola, Fla.

Old Bill

Motor towboat, wood hull, prop. b. St. Paul, Minn., 1906. 54.8 x 10.2 x 3, 100 hp. engine. Owned by River Transportation Co., St. Louis, Mo.

~~Old Dutch~~ Candy. ~~See Lumber Co.~~

Oldham

Diesel survey boat, steel hull, single prop. b. New Albany, Ind., by Charles Hegewald Corp., 1936. 45 x 12 x 4'6" (moulded). Buda diesel, 150 hp. at 1500 rpm. Originally named McCracken. Owned by U. S. Engineer Corps, Louisville, Ky.

Oleander

Diesel cutter (tender class), steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1941. 73 x 17'6" x 4'6". Gray Marine diesels, 6 cyl., total 300 hp. at 1800 rpm. Owned by U. S. Coast Guard, St. Louis, Mo.

Olga D.

Diesel towboat, steel hull, twin props. b. New Orleans, La., by Calmes Engineering Co., 1945. 57 x 16 x 5.6. Meco diesels 290 hp. installed 1949. Owned by Donahue Bros., New Orleans, La. *Sold to Stevens + Co. n.p. in 1951-*

Oliver King No. 7

Diesel towboat, steel hull, single prop. b. Knoxville, Tenn., by Dempster Bros. Machine Co., 1947. 41 x 10 x 3.5. Cummins diesel 200 hp. Wood cabin, etc. Owned by Oliver King Sand & Lime Co., Knoxville, Tenn.

Oliver King No. 8

Diesel towboat, steel hull, sternwheel. b. Knoxville, Tenn., by owner, 1948-49. 50 x 14 x 3.5. Cummins diesel 125 hp. Wood cabin, etc. Owned by Oliver King Sand & Lime Co., Knoxville, Tenn.

Ollie K. Wilds

Diesel ferry, steel hull, twin props. b. Slidell, La., by Canulette Shipbuilding Co., 1925. 116 x 48 x 5.8. Cooper-Bessemer 6 cyl. 7½ x 10½ diesels total 250 hp. at 400 rpm. For details of past ownership see IRR-48. Owned by Bisso Ferry Co., New Orleans, La.

Omar

Steam towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1936. 171.4 x 34.6 x 7. Condensing engines, 16's, 32's-8 ft. stroke, 1000 hp., built by Marietta Manufacturing Co. Five return flue boilers replaced by Babcock & Wilcox water tube steam generators in 1948. Coal burner. Owned by Ohio River Co., Cincinnati, Ohio.

O'Neill

Diesel ferry, steel hull, sternwheel. b. Pt. Pleasant, W. Va., 1939. 64.8 x 27 x 4.5. Cummins diesel 130 hp. Originally a steam ferry (see IRR-47) named ROSEMARY rebuilt and dieselized 1947, renamed 1944. Owned by Capt. Kline O'Neill, Augusta, Ky.

Oriental

Motor tug, wood hull, prop. b. Dulac, La., 1937. 39.2 x 12 x 4.5. 150 hp. engine. Owned by John Jacobson, Texas City, Texas.

Orion

Steam hawser tug, wood hull, single prop. b. South Portland, Maine, by Portland Co., 1906. 96.5 x 22.2 x 13.1. Compound engine by W. Lindberg 450 hp. at 100 rpm. Owned by A. P. Ward & Son, Inc., Pensacola, Fla.

Orleanian

Steam towboat, steel hull, twin props. b. Savage, Minn., by Cargill, Inc., 1943. For details of construction see ATTU. Originally named BATAAN and operated by Federal Barge Lines during World War II owned by Defense Plant Corp. Then sold to Sohio Petroleum Co. who operated her under original name until May, 1947, renamed her SOHIO LATONIA at that time. Present owner bought her in November, 1949, renamed her a month later. Owned by Ohio Barge Line Co., Pittsburgh, Pa.

Orleans

Diesel tug, steel hull, single prop. Originally DPC Tug 64. 85 x 24 x 9'8". Built in 1944 and rated 700 hp. Owned by Inland Waterways Corp., St. Louis, Mo.

Ottawa

Steam towboat, steel hull, sternwheel. b. Cincinnati, Ohio, 1916. 163.7 x 31 x 4.2. Engines formerly on steamer JOS. CHOTIN (see) being placed, 1946. Originally owned by U. S. Engineer Corps and sold in 1943 to Arrow Transportation Co., Sheffield, Ala., who sold her, summer of 1945, to Capt. W. A. Bisso, New Orleans, La.

Otter

Diesel towboat, wood hull, sternwheel. b. Vicksburg, Miss., 1925.

62.8 x 14.1 x 2.2. Caterpillar diesel, 125 hp. Originally owned by John Fabick, Jr., St. Louis, and sold to Tennessee Valley Sand & Gravel Co., Sheffield, Ala.

O'Tuely

Diesel towboat, steel hull, sternwheel. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1924. 60 x 17. Fairbanks-Morse diesel, 100 hp. Originally named PROMPT and handled a ferry flat at St. Marys, W. Va., owned by Hiram A. Carpenter. Vessel was completely rebuilt at Newell Cochran docks, Parkersburg, W. Va., fall of 1945, increasing dimensions (noted above) from original size of 57 x 13. This work done by present owner, Everett C. Tuel, Fly, Ohio, who renamed her in June, 1946.

Owen Patnell

Diesel towboat, steel hull, twin props. b. Wilson, Ark., 1947. Gray Marine diesels total 225 hp. Owned by Lee Wilson Co., Wilson, Ark., until sold 1950 to Elliott Sartain & Co., Osceola, Ark.

Oxduzer

Diesel hawser tug, steel hull, twin props. b. New Orleans, La., 1944. 45 x 15 x 5. Caterpillar diesels provide total 200 hp. Reduction gears. Owned by McWilliams Dredging Co., New Orleans, La.

P. H. Deimund

Diesel towboat, wood hull, single prop. b. Cape Girardeau, Mo., 1941. 39 x 12.3 x 3.3. Caterpillar diesel D1700 rated 135 hp. Owned by Cape Girardeau Sand Co., Cape Girardeau, Mo.

P. N. Ellis

Diesel hawser tug, steel hug, prop. b. Baton Rouge, La., 1918. 58 x 15.6 x 8. 300 hp. engine. Originally a steam tug named PERRY G. HAGUE. Owned by Koch-Ellis Marine Contractors, New Orleans, La.

Pachoud

Diesel towboat, steel hull, twin props. b. Paducah, Ky., by Walker Boatyard, 1949. 45 x 14 x 4.7. General Motors (Detroit) diesels total about 325 hp. Owned by V. P. Serodino, Cincinnati, Ohio.

Pacific

Diesel towboat, steel hull, prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1938. 47.7 x 14 x 4. 120 hp. engine. Owned by St. Louis Material & Supply Co., University City, Mo.

Pan One

Diesel hawser tug, steel hull, single prop. b. Beaumont, Texas, by Pennsylvania Shipyard, Inc., 1936. 60.8 x 18 x 7.5. Atlas Imperial 6 cyl. 11½ x 15 engine, 275 hp. at 300 rpm. Originally named PAN, designed by Eads Johnson, New York. Owned by Pan American Refining Co., Texas City, Texas.

Pan Six

Diesel hawser tug, steel hull, prop. b. Orange, Texas, by Livingston Shipbuilding Co., 1941. 68.9 x 20.1 x 8.4. Atlas Imperial engine, 400 hp. Owned by Pan American Refining Co., Texas City, Texas.

Pan Seven

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Corp., 1942. 68.9 x 20.1 x 8.4. Atlas-Imperial 6 cyl. 13 x 16 diesel 400 hp. Owned by Pan American Refining Co., Texas City, Texas.

Panama

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1944. 45 x 12 x 5. Caterpillar engine, 125 hp. 2:1 reduction gear. Owned by Carrabine Sand & Gravel Co., Webster Groves, Mo.

Pandora

Diesel hawser tug, steel hull, single prop. b. Plaquemine, La., 1939. 52 x 14 x 4.5. Caterpillar diesel 135 hp. Reduction gear. Owned by McWilliams Dredging Co., New Orleans, La.

Papoose

Diesel towboat, steel hull, single prop. b. Cape Girardeau, Mo., by Erlbacher Bros., 1940. 74.3 x 13.3 x 4.2. National Superior diesel 350 hp., supercharged. Streett Towing sold her, Jan. 1946, to R. W. George Construction Co., St. Louis, Mo.

Papoose

Diesel tug, steel hull, twin props. b. Mobile, Ala., by Alabama Drydock & Shipbuilding Co. (hull) and completed by owner, 1949. 50 x 25 x 4'11". Murray & Tregurtha Propelling Units total 210 hp. at 314 rpm. with 5 to 1 reduction gears. Owned by Warrior & Gulf Navigation Co., Chickasaw, Ala.

Paragon

Diesel towboat, wood hull, sternwheel. b. Clarington, Ohio, by Cook Bros. and Thomas Boatyard, 1929. 67 x 16 x 2.1. Fairbanks-Morse engine, 120 hp. Owned by Ohio Valley Sand Co., New Martinsville, W. Va.

Pat Yager

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1937. 72.1 x 18 x 6. Fairbanks-Morse diesel, 240 hp. Owned by Owensboro River Sand & Gravel Co., Owensboro, Ky.

Patricia Barrett

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1927. 175 x 40 x 6.4. Condensing engines, 16's, 32's-8 ft. stroke, 1000 hp. Four return flue boilers, 100 deg. superheat. Owned by Barrett Line, Cincinnati, Ohio.

Patrick Gass

Diesel towboat, steel hull, twin props. b. Gasconade, Mo., by U. S. Engineer Corps, 1934. 90 x 22 x 3. National Superior 8 cyl. 8½ x 10½ diesels total 600 hp. at 675 rpm. Originally was a sternwheel boat duplicate of JOHN ORDWAY (see) rebuilt and converted at Gasconade yard April 1950. Owned by U. S. Engineer Corps, Omaha, Neb.

Patrick J. Hurley

Steam towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1930. Engines 18's, 36's-9 ft. stroke, 1000 hp. Water tube boilers, oil burners. Owned by Inland Waterways Corp., St. Louis, Mo.

Patriot

Diesel towboat, steel hull, twin props. b. Midland, Pa., by Treadwell Construction Co. and finished at Jeffersonville Boat and Machine Co., Jeffersonville, Ind., 1939. 148.5 x 40 x 8. Cooper-Bessemer 8 cyl. 15½ x 22 diesels total 2000 hp. at 300 rpm. Steam auxiliaries, including whistle, are operated by boiler heated from engine exhaust. Duplicate of the MARCO (see). Owned by American Barge Line Co., Louisville, Ky.

Patsy H.

Diesel towboat, steel hull, single prop. b. Chicago, Ill., by Calumet Ship Yard and Dry Dock Co., 1939. 76.5 x 20 x 8. General Motors 6 cyl. 14 x 16½, 4 cycle diesel installed 1948 with 800 hp. Single deck, lowering pilothouse. Sister vessel of the BETTY M. of Ohio River Co., see. Named for niece of Capt. A. L. Mechling. Owned by A. L. Mechling Barge Lines, Joliet, Ill.

Pattie T.

Diesel towboat, wood hull, sternwheel. b. Frankfort, Ky., 1923. 65.8 x 14 x 2.4. Fairbanks-Morse 4 cyl. diesel 110 hp. at 400 rpm. Owned by River Sand Co., Steubenville, Ohio, until sold to present owner in 1950. Owned by Crain Bros., Pittsburgh, Pa.

Paul Blazer

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Ship Yard and Dry Dock Co., 1941. 135'8" x 31'1" x 7'2". National Superior 8 cyl. 14½ x 20 diesels total 2000 hp. at 300 rpm. Engines supercharged, direct drive. Kort nozzle stern installed at Dravo, 1948. Owned by Ashland Oil & Refining Co., Ashland, Ky.

Payson

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Harms & Smaihall Shipyard, Inc., 1945. 34 x 10 x 5. General Motors diesel 165 hp. Owned by Harms Marine Service, Inc., Orange, Texas, who sold her to Virginia Bridge Co., West Lake, La., in 1949.

Peace

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1934. 153.8 x 34.1 x 7.9. General Motors 12 cyl. diesels total approx. 1500 hp. at 700 rpm. installed 1948. Kort nozzles. 1740

push hp. When PEACE was new she was sent on a notable trip of good will Pittsburgh to New Orleans towing an exhibit barge and stopping at all larger towns enroute. Capt. Elmer E. Culp was master in charge. Note: this is the second boat of the name; first PEACE b. 1916-17 was steam twin prop with two upright boilers, a pioneer attempt toward modern towboat design. Present vessel owned by Union Barge Line Corporation, Pittsburgh, Pa.

Pearl

Steam towboat, wood hull, sternwheel. b. Beardstown, Ill., 1909. 91 x 19 x 2.8. Engines 10's-4 ft. stroke, 150 hp. Vessel was rebuilt 1935. Owned by Kahlke Bros., Rock Island, Ill.

Pecan

Diesel tender, steel hull, single prop. b. Kewaunee, Wis., by Kewaunee Shipbuilding and Engineering Corp., 1943. Kahlenberg 5 cyl. 2 cycle, 10 x 10½ diesel, 125 hp. at 340 rpm. Hull 45 x 12'8". Formerly Army Transportation Corps tug ST-586. Duplicate of SYCAMORE, see. Owned by Corps of Engineers, U. S. Army, Memphis, Tenn.

Pelican

Diesel patrol boat, wood hull, single prop. b. Madisonville, La., by Jahncke, 1921. 51 x 12. Superior 6 cyl. diesel 110 hp. Reduction gear 2 to 1. Owned by State of Louisiana, Dept. of Wild Life and Fisheries, New Orleans, La. Originally named FIDDLESTICKS.

Pelican

Steam railroad transfer ferry, steel hull, sidewheels. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1902. 306 x 53 x 7.3. Engines 26's-10 ft. stroke, 1346 hp. Six boilers, coal burner. Allowed 1500 tons cargo. Owned by Yazoo & Mississippi Valley Railroad Co., Helena, Ark.

Pelican

Motor towboat, steel hull, prop. b. New Albany, Ind., 1926. 36.4 x 9.8 x 3.9. 110 hp. Originally USE towboat, now owned by Hough-Cowgur Co., St. Louis, Mo.

Penley

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Port Houston Iron Works, Inc., 1944. 45 x 12'5" x 7'1½". Buda diesel 165 hp. at 825 rpm. Originally in U. S. Army Transportation Corps designated as ST-554. Transferred to Corps of Engineers, Vicksburg, Miss., August, 1947. Renamed to honor Frank N. Penley who was with the U. S. Engineers, 1908-1946.

Pennsylvania

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1947. 116 x 36 x 10.5. National Superior diesels total 2000 hp. Kort nozzles. 2800 push hp. Owned by Union Barge Line Corp., Pittsburgh, Pa.

Pep

Diesel towboat, steel hull, single prop. b. Sturgeon Bay, Wis., 1942.

42.5 x 9.5 x 3. Cummins supercharged diesel 200 hp. Originally owned by Mid-Continent Barge Line. Byrnes & Briggs sold her, July, 1946, to Sohio Petroleum Co.

Percheron

Diesel hawser tug, steel hull, snigle prop. b. Decatur, Ala., by Decatur Iron & Steel Co., 1943-44. 85.9 x 24 x 10. General Motors engine 600 hp. Originally DPC tug 39, sold to present owner, 1946. Cornelius Kroll and Co., Houston, Texas. Note: New G-M engine reported placed summer of 1950 increasing power to 900 hp.

Pete

Diesel towboat, steel hull, sternwheel. b. Huntington, W. Va., 1937. 72.9 x 20 x 2.5 Superior 6 cyl. 9 x 12 diesel 200 hp. at 500 rpm. placed May 1950. Originally owned by Pete and Dennis Golden of Huntington and sold to present owner 1949. Owned by Ohio River Dredging Co., Huntington, W. Va.

Philadelphia

Diesel towboat, steel hull, single prop. b. Grafton, Ill., 1929. 36.3 x 9.3 x 4.8. Caterpillar diesel 60 hp. Owned by Hough-Cowgur Co., St. Louis, Mo.

Phillips

Diesel tender, steel hull, single prop. b. Jacksonville, Fla., by Gibbs Gas Engine Co., 1936. 40'6" x 11'6" x 4'3". Caterpillar 6 cyl. diesel, 100 hp. at 900 rpm. Owned by U. S. Engineer Corps, Vicksburg, Miss.

Philo

Diesel towboat, steel hull, sternwheel. b. Charleston, W. V., 1930. 50.5 x 16 x 3.5. International diesel 100 hp. Earl Jones Transportation Co., sold her, August 1948, to present owner, R. J. Brown Towing Co., Pittsburgh, Pa.

Piassa

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1934. 55.5 x 13.5, draws 38 inches. Kahlenberg diesel, 150 hp. at 250 rpm. Owned by U. S. Engineer Corps, St. Louis, Mo.

Picto

Diesel hawser tug, steel hull, single props. b. Madisonville, La., by Equitable Equipment Co., 1943. 97.8 x 25 x 12.7. National Superior 8 cyl. 14½ x 20 diesel 960 hp. at 360 rpm. Direct drive. Owned by D. M. Picton & Co., Inc., Port Arthur, Texas.

Pine

Diesel towboat, steel hull, single prop. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1934. 55'8" x 13' x 5'6". Buda diesel, 165 hp. Owned by U. S. Engineer Corps, Memphis, Tenn.

Pioneer

Diesel towboat, steel hull, single prop. b. Neville Island, Pa., by Dravo

Corporation, 1934. 85.1 x 21.3 x 7.3. Nelseco diesel, 250 hp. Kort nozzle installed at Dravo marine ways and she ran a trial trip on May 13, 1937, being the first river boat so equipped. This device was developed by L. Kort of Germany, and Dravo obtained the rights in the United States. PIONEER operates in the Contracting Division, Dravo Corporation, Pittsburgh, Pa.

Pioneer

Diesel towboat, steel hull, single prop. b. Leavenworth, Kansas, by Missouri Valley Bridge & Iron Co., 1941. 58 x 14 x 3. Atlas Imperial diesel, 160 hp. Owned by Pioneer Sand & Gravel Co., St. Joseph, Mo.

Pioneer

Diesel towboat, steel hull, twin props. b. Bath, Maine, 1909. 240 x 47.4 x 15.7. McIntosh & Seymour 8 cyl. 17½ x 25 diesels total 2000 hp. Originally steam ferry, side-wheel, named FERDINANDO GORGES. American Barge brought her to the Mississippi, ran her as a side-wheel steam towboat, then converted her to prop at Louisville, Ky. in 1935. Owned by American Barge Line Co., Louisville, Ky.

Pioneer

Diesel towboat, steel hull, twin props. b. New Orleans, La., 1950 using a converted LCM hull. 50 x 14.5 x 3. Graymarine diesels total 450 hp. Owned by Hyde and Colomb Boat Co., New Orleans, La.

Pipe Dream

Motor passenger vessel, wood hull, sternwheel. b. Davenport, Iowa, 1930. 50 x 13 x 3. 145 hp. engine. Carries 60 passengers. Owned by Harry Godley, Davenport, Iowa.

Pittsburgh

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., by Walter Halfhill, 1930. 77 x 17 x 3.1. Fairbanks-Morse diesel 180 hp. Originally named RELIANCE and renamed while owned by Pittsburgh Gravel Co. Zubik bought her about 1942; she burned in the Allegheny River, April 11, 1946, was rebuilt. Owned by Zubik Towing Co., Pittsburgh, Pa.

Pittsburgh Coal

Steam towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, completed at Elizabeth, Pa., marine ways, 1937. 141.2 x 32.1 x 6.5. Condensing engines, 14's, 28's-7 ft. stroke, 700 hp. B. & W. steam generators, coal burner, stoker fired. Machinery by Marietta Mfg. Co., Owned by Pittsburgh Coal Co., Pittsburgh, Pa.

Pittsburgher

Steam towboat, steel hull, twin props. b. Savage, Minn., by Cargill, Inc., 1943. For details of construction see ATTU. Originally named BOU ARADA and chartered to Sohio Petroleum Co. during World War II, owned by Defense Plant Corp. Sold to Sohio Petroleum Co. in February 1946, renamed SOHIO FLEETWING. Present owner bought her in November 1949, renamed her a month later. Owned by Ohio Barge Line Co., Pittsburgh, Pa.

Platte

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., by U. S. Engineer Dept., 1945. 42.5 x 11 x 5.6. Gray Marine diesel engine, 165 hp. Owned by U. S. Engineer Corps, Omaha, Neb.

Pointe-a-la-Hache

Diesel ferry, steel hull, single prop. b. Decatur, Ala., by Ingalls Shipbuilding Corp., 1940. 105 x 25.3 x 4. National Superior engine, 8 cyl., 9 x 12, 240 hp. Allowed 248 passengers and 4 automobiles. Owned by Plaquemine Parish Police Jury, Pointe-a-la-Hache, La.

Polaris

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by Gulfport Boiler & Welding Works, 1940. 65.5 x 18 x 9. Atlas Imperial 6 cyl. 13 x 16 diesel 400 hp. at 320 rpm. Direct drive. Owned by Butcher-Arthur Inc. until 1950 when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Polly S.

Motor towboat, wood hull, prop. b. Plaquemine, La., 1922. 52.2 x 20.3 x 3.5. Gas engine 216 hp. Owned by Holloway Co., Baton Rouge, La.

Poplar

Diesel cutter (tender class), steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1939. 103'9" x 24' x 5'. Fairbanks-Morse diesels, 5 cyl., total 400 hp. at 400 rpm. This boat originally came out with about half this power and was re-engined at Gasconade, Mo., 1944. Owned by U. S. Coast Guard, St. Louis, Mo.

Port Allen

Diesel harbor tug equipped with Enterprise 8 cyl. 16 x 20 diesel 1000 hp. at 300 rpm. Owned by Crescent Towing & Salvage Co., New Orleans, La.

Port Hudson

Diesel harbor tug equipped with Enterprise 8 cyl. 16 x 20 diesel 1000 hp. at 300 rpm. Owned by Crescent Towing & Salvage Co., New Orleans, La.

Porte Bonheur

Diesel tug, wood hull, single prop. b. Gulfport, Miss., 1921. 61 x 16 x 7.3. Atlas Imperial diesel 140 hp. Formerly designated as L-59 in U.S.Q.C. Now owned by Jahncke Service, Inc., New Orleans, La.

Porterfield

Diesel towboat, steel hull, twin props. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1928 as a sternwheel towboat; converted at Memphis in June, 1946. 70 x 18 x 3'10". General Motors 6 cyl. 4 1/4 x 5 diesels 330 hp. at 1800 rpm. 4.38 to 1 reduction gear. Twin Disc reverse. Owned by Patton-Tully Transportation Co., Memphis, Tenn. Note: When a sternwheeler was F-M powered and operated by U. S. Engineer Corps.

Posey

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1939. 31 x 7'6" x 2'8". Lathrop 4 cyl. 5 x 6½ diesel, 175 hp. at 1535 rpm. Owned by U. S. Engineer Corps, Louisville, Ky. Duplicate of the mv. PULASKI, see.

Powhatan

Diesel hawser tug, wood hull, single prop. b. Orange, Texas, 1914. 64 x 15.5 x 6.3. Atlas Marine diesel, 10 x 13, 6 cyl., 200 hp. Owned by W. T. Burton Co., Sulphur, La.

President

Steam excursion boat, steel hull, sidewheels. b. Midland, Pa., by Midland Barge Co. and completed at Cincinnati, O., 1924-25. 285 x 45.6 x 7.3. Barnes engines, 22's, 40's-9 ft. stroke, 1400 hp. Six boilers in the hold, oil burners. Originally a packet with double cabin named CINCINNATI in Cincinnati and Louisville trade, sold 1933 to Streckfus Seamers, Inc. of St. Louis who tore off the cabins, rebuilt entire superstructure, brought her out as an excursion boat July 4, 1934. Guards were glass-enclosed at New Orleans, 1944.

Prewitt

Diesel tug, steel hull, single prop. b. Brooklyn, N.Y. by Continental Shipbuilding Corp., 1944. Clark diesel, Model MD-6, 6 cyl., 12½ x 16, 600 hp. at 330 rpm. Owned by Corps of Engineers, U. S. Army, Memphis, Tenn.

Primrose

Diesel tender, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat & Boiler Co., 1944. 100 x 24 x 8'3". Murphy 5¾ x 6½ diesels 330 hp. at 1500 rpm. Twin disc reduction gears. U. S. Coast Guard, New Orleans, La.

Principio

Diesel towboat, steel hull, twin props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1940. 65 x 24 National Superior diesels, 8 cyl., 640 hp. at 720 rpm. on engine and 450 rpm. on props. Originally owned and operated by Lea River Lines, Wilmington, Del., and was named POLLYWOG. Sold to Wheeling Steel Corporation, June, 1945, and renamed.

Producers

Diesel towboat, steel hull, single prop. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1927-28. 76 x 18 x 6. National Superior 6 cyl. 12 x 15 diesel, 410 hp. at 400 rpm. This engine installed 1948 at Jeff Boat Works. Originally named J. J. HENNEN and operated by Capt. Hennen until sold to Producers Pine Line Co., Owensboro, Ky.

Prosperity

Diesel towboat, steel hull, sternwheel. b. Midland, Pa., by Midland Barge Co., 1932. 89.1 x 22 x 4.2 National Superior diesel, 420 hp.

Originally built for Earl Webster, Pittsburgh, Pa., and first had a Cooper-Bessemer diesel 300 hp. Sold to Capt. Tom Campbell who, in turn, sold her to Iron City Sand & Gravel Co., Pittsburgh, Pa. in July, 1941, to replace the steamer STEEL CITY which had been lost in a flood.

Protector

Diesel hawser tug, iron hull, single prop. b. Camden, N. J. by Dialogue, 1882. 92.9 x 20 x 11. Cooper-Bessemer 6 cyl. 13 x 16 diesel, 525 hp. at 400 rpm. Originally a steam tug and in 1939 was owned by Radcliff Gravel Co., at Mobile, Ala. Converted to diesel by Calmes Engineering Co., New Orleans, 1942. Owned by George W. Whiteman, Gretna, La.

Pulaski

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1939. 31 x 7'6" x 2'8". Lathrop 4 cyl. 5 x 6½ diesel, 175 hp. at 1535 rpm. Owned by U. S. Engineer Corps, Louisville, Ky.

Pup

Motor tug, wood hull, prop. b. Berwick, La., 1935. 53.7 x 16.3 x 7. 180 hp. engine. Owned by Oyster Shell Products Corp., Morgan City, La.

Queene Mary

Motor towboat, wood hull (steel sheeted), single prop. b. Minneapolis, Minn., by Capt. A. B. Harris and son, Robert Harris, 1943. 35 x 10 x 3. Gasoline engine, 165 hp. Owned by builders, as Harris Boat Co., Minneapolis, Minn.

R. H. McElroy

Diesel towboat, steel hull, twin props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding Co., 1950. 118 x 45. Fairbanks-Morse 10 cyl. diesels total 3000 hp. at 275 rpm. Reduction ratio 2.6 to 1. Owned by The Pure Oil Co., Chicago, Ill. Note: this is the second vessel of the name; original was built 1926 as BELFONT, renamed R. H. McELROY, JR. and currently is L. M. SMITH (see).

R. J. B.

Motor towboat, wood hull, sternwheel. b. Bismarck, N. D., 1929. 74.5 x 26.6 x 3.2. Twin Red Wing gas engines, belt connected to gears, 220 hp. Originally built for Benton Transportation Co. and named for three daughters of Willard A. Leach: Ruth, Jeanette, and Barbara. Towed grain, etc. around Bismarck and Mandan. Cottonwood Package Co. bought her in 1941, Yankton, S. D. and towed cottonwood logs to an egg case factory. Ice broke her away in spring of 1942 but she was returned to Yankton. Sold to Cunningham & Kiewit, Omaha, Neb., contractors, 1945, and currently operating between Sioux City and Omaha.

R. C. McCalla

Steam snagboat, wood hull, sternwheel. b. Jeffersonville, Ind., 1909.

129'3" x 28'0" x 5'0". Scow bow, two stacks. Engines 10's-5 ft. stroke made by Charles Hegewald Co. Three return flue boilers by Peter Jensen. 120 hp. Operated on Tombigbee-Warrior rivers. Owned by U. S. Engineer Corps, Mobile, Ala.

R. G. Parker

Diesel towboat, steel hull, twin props. b. 1947. Fairbanks-Morse 6 cyl. 6 $\frac{3}{4}$ x 9 diesels total 500 hp. at 720 rpm. Reduction gears 2 to 1 ratio. 70 x 20 x 7. Owned by Parker Towing Co., Tuscaloosa, Ala.

R. J. Nugent

Steam towboat, steel hull, sternwheel. b. Cincinnati, Ohio, by Charles Barnes Co., 1912. 157 x 31 x 4.2. Engines 14's-6 ft. stroke. Owned originally by U. S. Engineers and named SCIOTO. Sold to present owner in 1947 and renamed in March, 1948. Owned by Nugent Sand Co., Louisville, Ky.

R. S. Sterling

Diesel-electric ferry, steel hull, prop on each end. b. Galveston, Texas, by Todd Shipyards, 1950. 185 x 45.1 x 13. Cooper-Bessemer 6 cyl. 15 $\frac{1}{2}$ x 22 diesel 865 hp. at 450 rpm. G. E. propulsion. Farrel Birmingham reduction gear. Designed by Eads Johnson. Duplicate of the CONE JOHNSON (see). Owned by Texas Highway Dept., Houston, Texas.

R. Thos. McDermott

Diesel hawser tug, steel hull, twin props. b. New Orleans, La., by Lester F. Alexander Co., 1948. 96 x 24 x 12. General Motors diesels total 1000 hp. Owned by J. Ray McDermott & Co., Harvey, La.

Rainbow

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., by Clarence A. Grimm, 1935. 63.3 x 16 x 1.8. Cooper-Bessemer diesel, 125 hp. Mr. Grimm operated the boat until July, 1941, when he sold her to Iron City Sand & Gravel Corp., Pittsburgh, Pa., to replace their mv. POPPY which had been lost in a flash flood.

Ralph E. Vennum

Steam tug, steel hull, single prop. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1917. 83.6 x 19 x 8. 250 hp. Originally named HARRY L. BLOCK and owned by Missouri Portland Cement Co., St. Louis. They sold her to West Kentucky Coal Co., April, 1937, and she was given her present name in Oct., 1937. Owned now by Warner & Tamble, Memphis, Tenn.

Rambler

Diesel buoy tender, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1943. 100 x 24 x 8'3". Murphy 6 cyl. 5 $\frac{3}{4}$ x 6 $\frac{1}{2}$ diesels 330 hp. at 1500 rpm. Owned by U. S. Coast Guard, New Orleans, La.

Ray K. Allgire

Diesel towboat, steel hull, prop. b. St. Louis, Mo., by owner, 1950.

Operated by a Universal Boat Drive (rudderless). Owned by Ray K. Allgire, St. Louis, Mo. Note: This is the second vessel of same name; see LINDA JANE for the first one.

Red Taylor

Diesel hawser tug, wood hull, single prop. b. Slidell, La., 1926. 56.5 x 15.5 x 5.4. 150 hp. Originally gas tug named UNION. Owned by Capt. Mack Lipscomb, Mobile, Ala.

Reed

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Port Houston Iron Works, Inc., 1944. 86'5" x 23 x 10'6". Clark diesel, Type MD-6, 650 hp. at 340 rpm. Was in U. S. Army Transportation Corps, designated as ST-729, and was transferred in May, 1946, to Corps of Engineers, Vicksburg, Miss.

Regis

Diesel hawser tug, iron hull, single prop. b. Camden, N. J., 1891. 76.5 x 19.5 x 8.6. Fairbanks-Morse diesel, 450 hp., placed 1943. Owned by Gulf Atlantic Transportation Co., Jacksonville, Fla.

Reliance

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1947. 166 x 36 x 10. National Superior supercharged 8 cyl. diesels total 2000 hp. Kort nozzles. 2800 push hp. Owned by Union Barge Line Corp., Pittsburgh, Pa. This is the second Union Barge towboat of the name: first was steam sternwheeler b. 1916 (see IRR-46,47) dismantled 1947.

Relief

Diesel pilot boat, wood hull, single prop. b. Biloxi, Miss., at A. W. Covacevich Boat Works, 1949. 48 x 14. Caterpillar 4 cyl. diesel 70 hp. Owned by Associated Branch Pilots, New Orleans, La.

Republic No. 1

Diesel tug, steel hull, single prop. b. Harrisburg, Texas, by H. W. A. Harms, 1941. 64.9 x 16.6 x 8. Fairbanks-Morse 8 cyl. 10 x 12½ diesel 320 hp. Originally owned by Republic Oil Refining Co. and sold 1948 to Jeffersonville Boat and Machine Co., Jefferson, Ind.

Republic-Pittsburgh

Diesel tanker-towboat, steel hull, twin props. b. Decatur, Ala., by Ingalls Shipbuilding Corp., 1941. 235 x 35 x 14. Cooper-Bessemer 8 cyl. 15½ x 22 diesels total 1600 hp. at 450 rpm. Originally named MINNEAPOLIS HUSKY and was owned by Husky Transit Corp., Minneapolis, Minn. and had Superior diesels total 700 hp. Sold to Republic Oil Refining Co., Houston, Tex. and completely rebuilt and reengined at Hillman Barge & Construction Co., Brownsville, Pa., in 1944 and name changed. Has capacity for 13,500 barrels liquid cargo. Sold 1946 to American Barge Line Co., Jeffersonville, Ind.

Resolute

Diesel towboat, steel hull, sternwheel. b. Keithsburg, Ill., for Capt.

Charles R. Hutchison, 1927. 71.8 x 18.4 x 3.4. Fairbanks-Morse engine, 120 hp. Originally named LAURA H. and had wood hull which was replaced with a steel hull at Keokuk, Iowa, on the river bank just above the locks, 1935. Boat was sold to Central Barge Co., Chicago, Ill., in 1943 and renamed.

Rettig

Motor tender, wood hull, single prop. b. Pascagoula, Miss., 1914, at U.S.E.D. Boatyard, rebuilt in 1944. 41'4" x 11'4" x 4'1". Cummins diesel, 6 cyl., 4 $\frac{7}{8}$ " x 6", 150 hp. Owned by U. S. Engineer Corps, Mobile, Ala., until sold at public sale 1950 to C. A. Thompson, Biloxi, Miss.

Richard

Diesel hawser tug, wood hull, single prop. b. Houma, La., 1939. 40.2 x 13.3 x 4.5. General Motors diesel 165 hp. Owned by Caravan Towing Co., Harvey, La.

Richard Barrett

Steam towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1919. 156.6 x 34.6 x 5.6. Condensing engines 15's, 32's-7 ft. stroke, 900 hp. Originally U. S. Coast Guard cutter KANKAKEE until bought summer 1936 by present owner and converted, renamed. Owned by Barrett Line, Cincinnati, Ohio.

Richard E. Gettys, Jr.

Diesel-electric towboat, steel hull, twin props. b. Knoxville, Tenn., by owners, 1950. 102 x 26 x 5.5. Superior diesels total 300 hp. at 600 rpm. Owned by Knoxville Sangravl Material Co., Knoxville, Tenn.

Richard M.

Diesel towboat, steel hull, prop. b. Dardanelle, Ark., 1940. 60 x 14 x 4.3. 250 hp. diesel engine. Owned by Mobley Construction Co., Morrilton, Ark.

Richard Moyle

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1939. 105.4 x 30.1 x 7. Fairbanks-Morse diesels 750 hp. Originally named ALICE M. TYLER and owned by George N. Childs. Present owner bought her 1943, renamed her to honor pioneer cement manufacturer connected with the firm, Marquette Cement Manufacturing Co., Chicago, Ill.

Richard Z.

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1942. 55 x 15.1 x 6.6. Fairbanks-Morse diesel 320 hp. Owned by Southport Transit Co., Texas City, Texas.

River Cities

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Lester F. Alexander Co., 1941. 68 x 17 x 8. Worthington diesel 320 hp. Originally named PEGGIE WILSON. Lake Tankers Corp. bought her in May, 1946, renamed her. Sank near Norco, La., early March, 1948.

Raised and sold at public auction at Avondale, La., in Aug., 1949. Bought by New Orleans Coal and Bisso Towboat Co., New Orleans, La. and sold later in the year to Nelson Bros., Mobile, Ala.

Robert E. Lee

Steam ferry, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Shipyard and Dock Co., 1925. 130 x 32 x 5. Engines 13's-6 ft. stroke, 485 hp. Originally named CHARLES J. MILLER, then GENERAL, then WARREN JOHNSON. (See IRR-48 for details of various owner-ships). Sold to Savannah River in Georgia, fall of 1946, and went there partly under her own steam and partly by towing. Present owner is L. H. Simpkins, Augusta, Georgia.

Robert H. Romunder

Steam towboat, steel hull, sternwheel. b. Clarendon, Ark., 1915. 99.2 x 26.2 x 3. At present laid up in Concordia Bayou and owner plans converting to diesel and operate her as a log boat this winter. Owned by Ruben Rogers, Ferriday, La.

Robert J. Stewart

Electric towboat, steel hull, twin props. b. Leavenworth, Kansas, 1930; rebuilt and converted by owner 1949. 100 x 24 x 5.3. Originally a steam sternwheel towboat. Owner removed sternwheel and steam plant, placed aboard two 350 hp. electric motors connected to props. Electric power furnished from dredges which vessel tows. Owned by American Aggregates Corp., Greenville, Ohio.

Robert M. Hoover

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1937. 59.7 x 16.3 x 3.7. Atlas Imperial diesel, 160 hp. at 325 rpm. Owned by Kansas City Bridge Co., Kansas City, Mo.

Robert P. Doherty

Diesel hawser tug, wood hull, single prop. b. Houston, Texas, 1943. Fairbanks-Morse 8 cyl. diesel 320 hp. 63.7 x 18.2 x 7. Owned by Charles C. Smith & Co., Houston, Texas, until sold 1949 to Nelson Bros., Mobile, Ala.

Robert R. Gipson

Diesel towboat, steel hull, single prop. b. Memphis, Tenn., by Graham Boat Co., 1940. 74.2 x 18 x 7. Fairbanks-Morse 10 cyl. 8½ x 10 diesel 1600 hp. at 660 rpm. installed 1948. Direct drive. Owned by Industrial Marine Service, Memphis, Tenn.

Robert Ray Allgire

Diesel towboat, steel hull, twin props. b. East Grand Boatyard, St. Louis, Mo., 1942. 40 x 11.5. Two Ford V-8 motors turn twin props, 4 to 1 reduction gear. No rudders as props work on outboard principle. Owned by Ray K. Allgire, St. Louis, Mo.

Robert T.

Diesel towboat, wood hull, sternwheel. b. Higginsport, Ohio, 1921.

59.8 x 14 x 2.1. General Motors diesel 110 hp. installed early 1948 replacing F-M 60 hp. Originally had a gas engine, was owned by Capt. Robert Taylor of Higginsport, who sold her to Ohio River Sand & Gravel Corp., New Martinsville, W. Va.

Robert W. Lea

Diesel towboat, steel hull, twin props. b. Brownsville, Pa., by Hillman Barge and Construction Co., 1947. 135.7 x 28 x 7.5. General Motors 8 cyl. diesels total 1600 hp. at 700 rpm. Falk reduction gear. Kort nozzles. Originally named ONWARD when owned by O. F. Shearer and Sons. After having run only a few months sold to and renamed by present owner, Ohio River Co., Cincinnati, O. R. W. Lea, Esq. is former president of ORC and present head of Johns-Manville Corporation.

Robert W. Wilmot

Steam hawser tug, steel hull, single prop. b. West Bay City, Mich., by F. W. Wheeler and Co., 1897. 132 x 28 x 14. Triple expansion engine, 21 x 36 x 55 with 36" stroke, 2000 hp. Originally built with present name but was sold to U. S. Navy and renamed POTOMAC. When resold to private ownership and the original name was restored. Owned by New Orleans Coal & Bisso Towboat Co., New Orleans, La.

Robin

Diesel towboat, steel hull, twin props. b. Cape Girardeau, Mo., by owner, 1950. 116 x 30 x 9.8. General Motors 16 cyl. Model 2-78A diesels total approximately 2000 hp. at 260 rpm. Reduction gear 2.48 to 1. Owned by Missouri Barge Line Co., Cape Girardeau, Mo.

Robin-E

Diesel towboat, steel hull, single prop. b. Port Arthur, Texas, 1948, by Gulfport Shipbuilding & Drydock Corp. (First river towboat built at this yard). 116 x 27 x 10. Enterprise turbo-charged 8 cyl. 16 x 20 diesel 1700 hp. at 360 rpm. Handling integrated tow between Freeport, Tex. and St. Louis. Owned by Texas Towing Co., Houston, Texas. Note: This is a second ROBIN-E; original was built 1940 at Houston, Tex. and now renamed CADET (see).

Robin Hood

Diesel hawser tug, wood hull, single prop. b. Houma, La., 1938. 42.4 x 13.7 x 5. General Motors diesel placed 1950 replacing former C-B diesel 180 hp. Owned by Harms Marine Service, Orange, Texas.

Roche

Diesel tender, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Works, 1936. 53' 2½" x 14' 6" x 4' 6". Fairbanks-Morse 8 cyl. 4 cycle solid injection diesels total 200 hp. at 800 rpm. This vessel, commanded by Capt. Edgar Alexandre, ascended Red River to Shreveport, La., in April, 1946. Owned by Corps of Engineers, Vicksburg, Miss.

Rockcastle

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., at U. S.

Engineer Boatyard, 1942. 43 x 11'7" x 5'7½". Gray Marine 6 cyl. diesel, 165 hp. at 1900 rpm. Owned by U. S. Engineer Corps, Kansas City, Mo.

Rocky

Diesel hawser tug, steel hull, single prop. b. Jacksonville, Fla., 1945. 44.5 x 14 x 5.2. Waukesha diesel 200 hp. Owned by Gulf Atlantic Transportation Co., Jacksonville, Fla.

Rodney

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1935. 53'2½" x 14'0" x 4'6". General Motors 6 cyl. 4¼ x 5 diesels total 330 hp. at 1000 hp. Reduction gears ratio 2.01 to 1. Owned by Corps of Engineers, Vicksburg, Miss.

Roland

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Bludworth Shipyard, Inc., 1946. 76 ft. over all length. Enterprise turbo-charged 8 cyl. 12 x 15 diesel 800 hp. at 400 rpm. This was the first steel hull built at this shipyard. Owned by Geo. Bacon Towing Service, Houston, Texas.

Rotortow

Diesel towboat, steel hull, single prop. b. Leavenworth, Kansas, by Missouri Valley Steel, Inc., 1946. 42 x 11.8 x 5. Gray Marine diesel delivers 225 hp. at 2100 rpm. Reduction gear 1½ to 1. No rudders as prop turns on outboard principle similar to JIMMY-O, see. Owned by Central Engineering and Contracting Co., Kansas City, Mo.

Roughneck

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., 1943. 85 ft. length over all. General Motors diesel 750 hp. Owned by Levingson Shipbuilding Co., Orange, Texas.

Roy F. Rudolph

Motor tender, steel hull, twin screw, tunnel. b. Pascagoula, Miss., 1941, by F. B. Walker and Sons. 48'3" x 13'9" x 4'3". Two Cummins super-charged 6 cyl. diesels, total 400 hp. 4¾" bore by 6" stroke. Owned by U. S. Engineer Corps, Mobile, Ala.

Royce Patton

Diesel towboat, steel hull, single prop. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1939. 44 x 14. Fairbanks-Morse 4 cyl. 8¾ x 10½ diesel 120 hp., direct drive. Originally named WM. B. BROKAMP owned by Two Rivers Barge Line. Present owner acquired her in Feb., 1944, Central Barge Co., Chicago, Ill.

Ruby-O

Diesel hawser tug, wood hull, single prop. b. Long Beach, Calif., 1916. 57.1 x 16 x 8.5. F-M Diesel 320 hp. placed 1942 when rebuilt at Harvey Canal Shipyard and recently reported to have new General Motors diesel. Owned by Edmundson Towing Co., New Orleans, La.

Russell

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, 1945. 59 x 16.5 x 7. Cooper-Bessemer 6 cyl. 10½ x 13½ diesel 300 hp. at 400 rpm. Owned by Livingston Shipbuilding Co., Orange, Texas.

Ruth

Steam ferry, steel catamaran hull, center paddlewheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1909. 100 x 35.2 x 5. 120 hp. Long operated by Burnside & Donaldsonville Packet Co. and sold, July, 1942, to Mobile City Commission for operation between Mobile and Pinto Island. A private concern acquired her for the same service, the Mobile Ferry Co., Inc., March 1, 1943. Sold in 1946 to Capt. W. A. Bisso, New Orleans, La.

Ruth

Steam towboat, steel hull, sternwheel. b. St. Louis, Mo., 1912. 100 x 20 x 4.3. 150 hp. Owned by Yourtee-Roberts Sand Co., Chester, Ill.

Ruth

Diesel towboat, wood hull, sternwheel. b. Parkersburg, W. Va., 1927. 64.5 x 16 x 2.2. Fairbanks-Morse engine, 100 hp. Owned by Kanawha Sand Co., Parkersburg, W. Va. This boat was entirely rebuilt, 1936.

Ruth

Diesel patrol boat, wood hull, prop. b. Biloxi, Miss., 1928. 55.2 x 16 x 5. Caterpillar 6 cyl. 5¾ x 8 diesel 150 hp. at 1000 rpm. installed 1949. Reduction gear. Owned by Louisiana Dept. Public Works, Baton Rouge, La.

Ruth Brent

Diesel towboat, steel hull, twin props. b. Greenville, Miss., by Greenville Mfg. & Machine Works, 1943. 58.2 x 18 x 5.1. General Motors 12 cyl. diesel 900 hp. at 300 rpm. placed Sept., 1949. Owned by Greenville Towing Co., Greenville, Miss.

Sailor

Steam towboat, steel hull, sternwheel. b. Point Pleasant, W. Va., by Marietta Manufacturing Co., 1924. 133.8 x 36 x 7.1. Condensing engines, 16's, 32's-8 ft. stroke. Five return flue boilers, coal burner, 850 hp. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa.

St. Louis

Steam towboat, steel hull, twin props. b. Point Pleasant, W. Va., by Marietta Mfg. Co., 1921. 200 x 40 x 7.9. Triple expansion condensing engines, 15¾" x 26¾" x 44½" by 26" stroke. 1800 hp. at 140 rpm. Props 9'4" dia. Water tube boilers, oil burners. Owned by Inland Waterways Corp., St. Louis, Mo.

St. Louis Socony

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1938. 137 x 35 x 7. Busch-Sulzer diesels total 1200 hp. Owned by Socony-Vacuum Oil Co., New York, N. Y.

St. Louis Zephyr

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1949. 118 x 45 x 10.5. National Superior supercharged 8 cyl. 14½ x 20 diesels total 2880 hp. at 360 rpm. Owned by Streett Towing Co., St. Louis, Mo.

St. Paul Socony

Diesel towboat, steel hull, twin props. b. Decatur, Ala., by Ingalls Shipbuilding Corp., 1940. 147 x 35 x 7. National Superior diesels 8 cyl. total 1500 hp. Owned by Socony-Vacuum Oil Co., New York, N. Y.

Ste. Genevieve

Steam railroad transfer ferry, steel hull, sidewheels. b. Charleston, W. Va., by Charles Ward Engineering Works, 1922. 286.3 x 54 x 11. Engines, 22's-8 ft. stroke. Six boilers, 1200 hp. Capacity 18 railroad cars. Owned by Missouri-Illinois Railroad Co., St. Louis, Mo. On April 6, 1944, a gas tow in charge of mv. WALTER P. DOLLE struck starboard wheelhouse at Little Rock Ldg., Mo., and inflicted damage and while repairs were in progress rail traffic was diverted via St. Louis. This is the second transfer of the name: first STE. GENEVIEVE was wood hull, b. 1903, sank at Kellogg Incline, Ill., 1918.

Ste. Genevieve

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1944. 40 x 11 x 4. Mack diesel, 100 hp. Owned by Charles Bussen, Sainte Genevieve, Mo.

Sale

Diesel hawser tug, steel hull, single prop. b. Manitowoc, Wis., by Burger Boat Co., 1945. 45 x 12'6". Buda-Lanova diesel 200 hp. Originally in U. S. Army Transportation Corps designated ST-914. Owned by Corps of Engineers, New Orleans, La.

Saline

Diesel towboat, steel hull, twin props. b. Westwego, La., by Avondale Marine Ways, Inc., 1949. 46' x 14'4" x 5'7". Gray Marine 6 cyl. 4½ x 5 diesels total 165 hp. at 880 rpm. 7.04 to 1 reduction gear. Owned by U. S. Engineer Corps, Kansas City, Mo.

Sallie H.

Diesel towboat, steel hull, sternwheel. b. Jeffersonville, Ind., 1928. 64.8 x 18.2 x 3.7. Worthington diesel 120 hp. Owned originally by Sangravl Co., Nashville, Tenn. and sold to Igert, Inc., Paducah, Ky., in 1948.

Sallie Ann

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Ship Yard and Dry Dock Co., 1941. 80 x 20 x 5.5. Cooper-Bessemer 6 cyl. 10½ x 13½ diesels total 840 hp. at 550 rpm. Elevating pilothouse, single deck. Owned by A. L. Mechling Barge Line, Joliet, Ill.

Sally Reed

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., 1931. 68.1 x

18 x 3.4. 240 hp. diesel engine. Originally built by Charles Zubik as the **BERNICE** and had 110 hp. diesel. In 1944 she was owned by Carrollton Coal & Sand Co., Carrollton, Ky. and sold to Pfaff & Smith Builders Supply Co., Charleston, W. Va.

Sam Craig

Steam towboat, steel hull, sternwheel. b. Midland, Pa., by Midland Barge Co., 1929. 151 x 34.7 x 6. Condensing engines, 15's, 30's-7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Operated by Union Barge Line until sold, 1948, to O. F. Shearer & Sons.

Sam Houston

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1948. 98.1 x 28.1 x 9.9. Enterprise 8 cyl. 16 x 20 diesel 1700 hp. at 360 rpm., supercharged. Sister vessel to MERIWETHER LEWIS, SAMUEL CLEMENS, STEPHEN FOSTER, WILLIAM CLARK, DAVY CROCKETT. Owned by Butcher-Arthur, Inc., until 1950, when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Samson

Steam fire tug, iron hull, single prop. b. Camden, N. J., by J. H. Dialogue & Co., 1881 and rebuilt in 1924. 108 x 22.1 x 10.5. Compound engine, 20 x 36 with 28" stroke. One boiler, coal burner. 650 hp. Owned by Port of New Orleans, New Orleans, La., until June, 1941, sold to Victory Towing Co.

Samson

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Tex., 1934. 58.3 x 17.1 x 8.4. Atlas Imperial 6 cyl. 11½ x 15 engine, 275 hp. Duplicate of the ATLAS, see. Owned by Sabine Transportation Co., Inc., Port Arthur, Tex.

Samuel Clemens

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1948. 98.1 x 28.1 x 9.9. Enterprise 8 cyl. 16 x 20 diesel 1700 hp. at 360 rpm. Reduction gear. Sister vessel to MERIWETHER LEWIS, STEPHEN FOSTER, WILLIAM CLARK. Owned by Butcher-Arthur, Inc., until 1950, when owning firm changed to Commercial Petroleum & Transport Co., Houston, Texas.

Samuel L. May

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1925. 130 x 28 x 5. Engines 350 hp. Three return flue boilers, coal burner. Owned by Union Sand and Gravel Co., Huntington, W. Va.

San Antonio

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levings-ton Shipbuilding Co., 1940. 67.3 x 19 x 8. Atlas Imperial diesel, 6 cyl., 13 x 16, 4 cycle, 400 hp. Originally named PAN FIVE, owned by Republic Oil Refining Co., Houston, Texas. Sold, 1946 to J. S. Gissel & Company, Houston, Texas, and renamed.

San Benito

Diesel hawser tug, steel hull, single prop. b. Wallisville, Texas, by Duman Marine Service, 1942. 45.6 x 13.5 x 5.8. Cummins 6 cyl. 7 x 10 diesel 250 hp. at 700 rpm. MG-201 twin disc clutch. Originally named SUFFOLK owned by Cornelius Kroll & Co. and acquired by present owner, 1949. Owned by J. S. Gissell & Company, Houston, Texas.

San Bernard

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levings-ton Shipbuilding Co., 1937. 64.1 x 18 x 8. Atlas Imperial diesel, 6 cyl., 13 x 16, 4 cycle, 380 hp. Originally named PAN FOUR and owned by Republic Oil Refining Co., Houston, Tex. Sold in 1946 to J. S. Gissell & Company, Houston, Texas, and renamed.

San Diego

Diesel hawser tug, steel hull, single prop. b. Galveston, Texas, 1941. 55.8 x 16.6 x 9. Superior diesel, 514 hp. Originally named H. HANSON and owned by Norman R. Hanson and A. G. Johnson of Galveston until acquired and renamed by present owner 1949. Owned by J. S. Gissell & Company, Houston, Texas.

San Jacinto

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levings-ton Shipbuilding Co., 1937. 61 x 18.1 x 8. Atlas Imperial diesel, 6 cyl., 13 x 16, 4 cycle, 380 hp. Originally named PAN THREE and owned by American Petroleum & Transport Co., now owned by J. S. Gissell & Company, Houston, Texas.

San Leon

Diesel hawser tug, wood hull, single prop. Originally named SIMMS. 40 x 10 x 5. Mack diesel 135 hp. Owned by J. S. Gissell & Co., Houston, Texas.

Sanco

Steam towboat, wood hull, sternwheel. b. Evansville, Ind., 1920. 110 x 23.1 x 5. Engines 400 hp. Three return flue boilers new 1945 allowed 260# steam. Owned by Bedford-Nugent Co., Evansville, Ind.

Sanco

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., 1943. 63.3 x 17.1 x 7.7. Atlas diesel 250 hp. Owned by Sanford Service Co., Defuniak Springs, Fla.

Sandow

Diesel towboat, wood hull, sternwheel. b. Clarington, Ohio, 1922. 65 x 15.5 x 2.9. Bethlehem diesel, 120 hp. Originally had a gas engine and was operated by Capt. W. T. Stump of Wheeling, W. Va. Exchange to diesel was made while he owned her. Sold to F. G. Valentine, and in 1946 resold to Alex J. Slepski, Pittsburgh, Pa.

Sandy

Diesel towboat, steel hull, single prop. b. 1936. 42 x 10 x 3. Fairbanks-Morse diesel, 120 hp. Owned by La Crosse Dredging Corp., Chicago, Ill.

Sandy

Diesel towboat, wood hull, sternwheel. b. Madison, Ind., 1937. 60 x 13.9 x 3.3. Cummins diesel, 100 hp. Owned by J. B. Blanton Sand Co., Frankfort, Ky.

Sandy K.

Motor towboat, wood hull, single prop. Rebuilt 1942. 45 x 10.5 x 4.5. Sterling engine 200 hp. Owned by Twin City Barge and Towing Co., Minneapolis, Minn.

Sanford E. Hutson

Steam towboat, steel hull, sternwheel. b. Memphis, Tenn., by Southern Tank & Boiler Works, 1929. 100.5 x 28.1 x 3.8. Engines 12's-5 ft. stroke, 200 hp. Two return flue boilers, oil burners. Originally a wood hull boat b. Clarendon, Ark., 1920. Carries a derrick for handling logs. Owned by Choctaw Transportation Co., Clarendon, Ark.

Sara

Diesel towboat, steel hull, single prop. b. Neville Island, Pa., by Dravo Corporation, 1937. 86.9 x 21.1 x 7.6. Nelseco 6 cyl. diesel 425 hp. at 300 rpm. Originally named DRAVO 41 and operated in the Keystone Division of Dravo until sold to present owners in October, 1949; renamed spring of 1950. Owned by Valentine & Todd, Blawnox, Pa.

Sarah Kate

Diesel towboat, steel hull, twin props. b. Vicksburg, Miss., by Vicksburg Marine Ways, 1950. 80 x 24 x 10.8. General Motors diesels (from an LST) total 1800 hp. Named for Sarah, wife of John L. McKnight, and for Kate, wife of Melvin L. King, both owners. Owned by Hill City Towing Co., Vicksburg, Miss.

Saturn

Diesel hawser tug, steel hull, single prop. b. Nepeset, Mass., 1943. 81.1 x 24 x 9.8. General Motors 8 cyl. 8½ x 10 diesel 700 hp. at 750 rpm. Reduction gear. Originally DPC tug 11, sold to present owner in 1946. Owned by Butcher-Arthur Inc., until 1950 when owning firm became Commercial Petroleum & Transport Co., Houston, Texas.

Scooter

Diesel hawser tug, steel hull, single prop. 36 x 10'5" x 5. Gray Marine diesel 225 hp. Procured from U. S. Navy, 1947, originally an L.C.V.P. tug. Owned by Freeport Sulphur Co., Port Sulphur, La.

Scorpion

Diesel tug, steel hull, single prop. b. 1948. 47 x 15 x 5. Atlas diesel 120 hp. Owned by Lake Charles Towing Co., Lake Charles, La.

Scott

Diesel towboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1930. 90 x 22'8½" x 4'6" (moulded). Lombard 6 cyl. diesel, 225 hp. at 400 rpm. Diesel-electric drive. Owned by U. S. Engineer Corps, Louisville, Ky.

Scott Chotin

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1948. 116 x 30 x 10.5. General Motors 16 cyl. diesels total 2400 hp. Nabrico semi-nozzles. Owned by Chotin & Pharr, New Orleans, La.

Scout

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Co., 1943. 68.9 x 20 x 6. Enterprise 6 cyl. 12 x 15 diesel 400 hp. Duplicate of DRILLER (see). Owned by Livingston Shipbuilding Co., Orange, Texas.

Seabreeze

Diesel hawser tug, steel hull, single prop. b. Rockport, Texas, by Rice Brothers & Co. shipyard, 1944. 64'11" x 16'5" x 8' (over all). General Motors 6-71 diesel. Built under direct supervision of Transportation Corps, U. S. A. Owned by The Salt Dome Oil Corporation, Houston, Texas.

Sea Horse

Diesel hawser tug, steel hull, twin props. Originally LT 120. Owned by Cornelius Kroll & Co., Houston, Texas.

Sea Horse

Diesel hawser tug, wood hull, single prop. A former Navy tug, 65 ft. long. Twin Buda diesels on one shaft develop about 340 hp. Owned by Joe Reynolds, Jr., New Orleans, La.

Sea Pilot

Diesel hawser tug, iron hull, single prop. b. New Orleans, La., by Calmes Engineering Co., 1948. Buda diesel 200 hp. Owned by Associated Branch Pilots, New Orleans, La.

2nd Chance

Motor service boat, b. 1926. 30 x 9 x 4. 130 hp. engine. Owned by Yazoo & Mississippi Valley Railroad Co., Memphis, Tenn.

Semet

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1940. 135 x 27 x 12. Cooper-Bessemer 6 cyl. 13 x 16 diesels total 760 hp. at 310 rpm. Kort nozzles. Originally named SEMET-SOLVAY, renamed SEMET in 1947. Duplicate hull to DUCTILLITE (see). Owned by Semet-Solvay Division, Allied Chemical & Dye Corporation, Ashland, Ky.

Seminole

Diesel towboat, steel hull, twin props. b. Ambridge, Pa., by American Bridge Co. and completed at Chickasaw, Ala., 1949. 126 x 25 x 10.1. American Locomotive Co. 6 cyl. 12½ x 13 diesels total 1200 hp. at 500 rpm. Reduction gears. Owned by Warrior & Gulf Navigation Co., Chickasaw, Ala.

Senator Kerr

Diesel hawser tug, steel hull, single prop. Former USATC tug of the ST series. 74 x 20 x 9.1. Originally ST-514. Fairbanks-Morse diesel 700 hp. Owned by Kerr-McGee Oil Industries, Morgan City, La.

Seneca

Diesel towboat, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1913. 114.5 x 28.4 x 5.4. Cooper-Bessemer 7 cyl. 13 x 16 diesels total 1200 hp. at 400 rpm. Originally steam towboat W. M. REES of U. S. Engineer Dept. converted to diesel at New Orleans 1940. John I. Hay Co. sold her Oct. 1946 to Cornelius Kroll & Co., Houston, Texas.

Sentell No. 1

Diesel tug, steel hull, single prop. b. Powhatan, Alabama, 1943. 68.5 x 18 x 7.5. Fairbanks-Morse diesel, 300 hp. Originally built by G. W. Sentell, Mobile, Ala., and sold 1947 to Findlay Towing Co., Tuscaloosa, Ala. Sank near Lock 2, Tombigbee River, March, 1948, raised. Sold to Sentell Oil Co. in 1949 and again sold Nov. 23, 1949, to Caravan Towing Co., Harvey, La.

Sergeant Floyd

Diesel inspection boat, steel hull, twin props. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1932. 138'4" x 30'9" x 5'6". Fairbanks-Morse engines, 600 hp. at 360 rpm. Employed in inspection work on Missouri River, owned by U. S. Engineer Corps, Kansas City, Mo.

Sergeant Pryor

Diesel inspection boat, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1935. 81 x 24.6 x 5. Fairbanks-Morse diesels total 250 hp. Employed in Missouri River inspection work, and owned by U. S. Engineer Corps, Omaha, Neb.

Sewickley

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1930. Original dimensions 72.2 x 16 x 4, now several feet wider following a rebuilding program at Dravo, 1948. Fairbanks-Morse 6 cyl. diesel 200 hp. at 400 rpm. Originally operated by Dravo until sold to present owner, John M. Hysmith, Pittsburgh, Pa., February, 1937.

Shadbrush

Diesel buoy tender, steel hull, twin props. b. Blair, Neb., by Petersen & Haecker, Lt., 1944. 73'6" x 18'10" x 6'10". Buda 6 cyl. 4½ x 5½ diesels 150 hp. at 1600 rpm. Twin Disc reduction gears, 3 to 1. Owned by U. S. Coast Guard, New Orleans, La.

Shamrock

Diesel towboat, steel hull, prop. b. Nashville, Tenn., by Nashville Bridge Co., 1929. 50.3 x 12.4 x 6. 150 hp. diesel. Originally named KENTON, owned by Kosmos Towing Co., Louisville, Ky. She was sold to Central Barge Co., Chicago, Ill., who renamed her in June, 1942, while operating on Monongahela River. Sold to Lemont Tow-

ing Co., 1948. After a sinking resold by the insurance company to Igert, Inc., Paducah, Ky.

Shamrock No. 2

Diesel towboat, wood hull, sternwheel. b. Charleston, W. Va., 1918. 58.5 x 13.9 x 2. Engine rated 50 hp. Owned by T. G. Keeney Sons, Diamond, W. Va.

Shawnee

Diesel towboat, steel hull, single prop. b. Cape Girardeau, Mo., by Eddie Erlbacher, 1938. 84.5 x 15.4 x 4.4. Cooper-Bessemer 8 cyl. 10½ x 13½ diesels supercharged 550 to 750 hp. at 550 rpm. This perhaps is the initial supercharged installation on inland streams. Owned by Eddie Erlbacher, Cape Girardeau, Mo.

Shepard

Diesel towboat, steel hull, prop. b. Jeffersonville, Ind., 1939. 62.7 x 28 x 4.2. 70 hp. Operates between Cottonwood Point and Heloise Point, Mississippi River, along with the TAYLOR (see) owned by I. L. Shepard, Dyersburg, Tenn.

Shepco No. 5

Diesel hawser tug, steel hull, single prop. b. Tampa, Fla., 1940. 40 x 15 x 4. Cummins diesel 200 hp. with reduction gear. Formerly owned by Hendry Corp. and now owned by McWilliams Dredging Co., New Orleans, La.

Sheplor

Diesel towboat, steel hull, single prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1944. 40 x 10 x 4. Mack Marine diesel, 100 hp. Owned by Taylor Bros. & Shepard Bros., Caruthersville, Mo.

Sheryl L.

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1949. 46 x 13 x 6. G-M diesel (Detroit) 6-71 Model. 4.5 to 1 reduction gears. Hull was taken to Columbia, Ill., where Luhr Bros. Construction Co., the owner, completed the vessel.

Shirley

Diesel towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1923. 70 x 21.7 x 4. Fairbanks-Morse diesel, 200 hp. Originally was a steam sternwheel towboat named MARY K. owned by Kelly Sand & Fuel Co., Dubuque, Iowa. She was sold to Earl Webster, Pittsburgh, who converted to diesel and renamed the boat, 1942. In 1943 the hull was widened about 5 ft. at the Newell Cochran Docks, Parkersburg, W. Va., to dimensions given above. Sold, April, 1945, to O. F. Shearer and Sons, Cincinnati, Ohio.

Sioux City

Diesel towboat, steel hull, single prop. b. Blair, Neb., by Petersen & Haecker, Ltd., 1942. 49 x 10 x 3.5. Caterpillar diesel, 135 hp. Although registered as b. 1942, she commenced business in 1939 as a small

vessel with 80 hp. Caterpillar diesel; was lengthened 1942 and present power placed. Owned by Sioux City & New Orleans Barge Line, Sioux City, Iowa. Used by U. S. Navy at Evansville, Ind., during the war. Sold to C. E. Tinsley, 1948.

Sisco

Diesel towboat, steel hull, twin props. b. Paducah, Ky., at Walker Boatyard, 1948. 45 x 14 x 5. General Motors 6 cyl. diesel, 450 hp. Reduction gear. Owned by Southern Illinois Sand Co., Inc., Chester, Ill.

Skipper

Diesel towboat, wood hull, sternwheel. b. Clarrington, Ohio, by Mozena Brothers Boatyard, 1923. 65 x 14 x 2.6. Caterpillar engine, 80 hp. Originally named J. A. CRESAP and had a 40 hp. St. Marys oil engine and was long owned by Joe Cresap of Moundsville, W. Va. Sold about 1943 to Crain Bros., Pittsburgh, Pa., who renamed her in fall of 1945. Sold to Leroy Coss, Rayland, Ohio, May, 1946.

Skipper

Diesel towboat, composite hull, single prop. b. Paducah, Ky., 1940. 48 x 12.5 x 4.2. Superior 8 cyl. diesel 370 hp. at 600 rpm. Direct drive. Owned by Roberts Towing Co., Paducah, Ky. Sold, March, 1947, to Mississippi River Sand & Gravel Co., Caruthersville, Mo.

Slade Brown

Diesel tug, steel hull, prop. b. Charleston, W. Va., by Charles Ward Engineering Works, 1929. 58.5 x 18.3 x 5.9. 235 hp. engine. Originally named LEO. Owned by Higman Towing Co., Orange, Texas.

Smoky City

Diesel towboat, wood hull, sternwheel. b. Pittsburgh, Pa., by Charles Zubik, 1928. 73.2 x 18 x 3.1. Caterpillar 8 cyl. 5¾ x 8 diesel 215 hp. installed summer 1950. Reduction gear ratio 3.9 to 1. Burned at East Liverpool, O., on April 7, 1942, was rebuilt. Originally owned by Zubik Towing Co., sold to present owner in March, 1947. Owned by Glenn M. Crain Towing Co., Pittsburgh, Pa.

Sni

Diesel launch equipped with Gray Marine engine 165 hp. Owned by Corps of Engineers, Omaha, Neb.

Snickers

Diesel towboat, wood hull, sternwheel. b. Clifton, Tenn., by owner, 1940. 64.4 x 14 x 3.5. Caterpillar 6 cyl. diesel delivers 110 hp. at 900 rpm. Reduction gear. Owned by Clifton Towing Co., Clifton, Tenn.

Snow Wilson

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1948. 50 x 15 x 5. Cummins diesels total 360 hp. Owned by Big Rock Stone & Material Co., Little Rock, Ark.

Sohio Cleveland

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1949. 150 x 35 x 10.5. General Motors 16 cyl. 8 $\frac{3}{4}$ x 10 $\frac{1}{2}$ diesels total 3200 hp. at 215 rpm. Reduction gears 3.46 to 1. Owned by Sohio Petroleum Co., St. Louis, Mo.

Sohio Mt. Vernon

Motor towboat, steel hull, single prop. 40 x 10 x 3. Big Chief Red Wing gasoline engine 110 hp. Originally named HALOA and renamed when acquired by Sohio Petroleum Co. who sold her to present owner in July, 1949. Owned by Omaha Dredge & Dock Co., Omaha, Neb.

Sohio State

Diesel towboat, steel hull, twin props. b. Houston, Texas, by C. S. Schmidt, 1942. 140 x 30. National Superior 8 cyl. 12 x 15 diesels total 650 hp. at 500 rpm. Originally named EDGAR C. JOHNSTON owned by P. & S. Towing Co., Houston, Texas, and operated 1942 by Johnston Line, Inc., of Longview, Texas. Later under charter and then sold to Sohio Petroleum Co. who resold her April, 1947, to present owner. Renamed June, 1944, to become SOHIO MEMPHIS and was given present name in 1947. Owned by Standard Oil Co. (Ohio), Cleveland, Ohio.

Solvay

Diesel towboat, steel hull, twin props. b. Brownsville, Pa., by Hillman Barge and Construction Co., 1947. 145 x 28 x 9. Two General Motors diesels total 1000 hp. Kort nozzles. Owned by Semet-Solvay Division, Allied Chemical & Dye Corporation, Ashland, Ky.

Sonora

Motor towboat, steel hull, single prop. Redwing engine, 120 hp. Owned by Twin City Barge and Towing Co., St. Paul, Minn.

Southern Cities

Diesel hawser tug, steel hull, single prop. b. Pascagoula, Miss., by Arnold V. Walker Shipyard, 1942. 75 x 19 x 9. 400 hp. Originally named COMMODORE and owned by Southern Tug & Barge Co., New Orleans, La. Sold to Lake Tankers Corp., May, 1946, and renamed.

Southern Cross

Diesel towboat, steel hull, single prop. b. New Orleans, La., by Alexander Shipyard, 1949. 88.6 x 25 x 11.3. General Motors 12 cyl. 8 $\frac{1}{2}$ x 12 diesel 900 hp. at 744 rpm. Falk reduction gear. Owned by Butcher-Arthur Inc. until 1950 when owning firm became Commercial Petroleum & Transport Co., Houston, Texas.

Southern Cross

Diesel hawser tug, wood hull, prop. Rebuilt 1939. 40 x 12 x 5.5. Caterpillar diesel 225 hp. Owned by Grizzaffi Motor Co., Morgan City, La.

Southern Goslyn

Diesel hawser tug, steel hull, single prop. b. Plaquemine, La., 1936. 45 x 12 x 5. Caterpillar diesel 100 hp. with reversible gear. Owned by McWilliams Dredging Co., New Orleans, La.

Southern Kraft

Diesel hawser tug, wood hull, prop. b. St. Andrews, Fla., 1911. 54.1 x 14.2 x 4.2. National Superior engine, 215 hp. Originally named ECHO built for Southern Kraft Corp., and now renamed and owned by Southern Kraft Division of International Paper Co., Mobile, Ala.

Southern Kraft No. 2

Diesel hawser tug, wood hull, single prop. b. Pascagoula, Miss., 1937. 55.8 x 17 x 5.6. Atlas diesel 200 hp. Owned by Southern Kraft Division of International Paper Co., Mobile, Ala.

Southern Kraft No. 3

Diesel hawser tug, wood hull, single prop. b. Pascagoula, Miss., 1937. 56.5 x 17 x 6. Atlas diesel 280 hp. Owned by Southern Kraft Division of International Paper Co., Mobile, Ala.

Southern Kraft No. 4

Diesel hawser tug, wood hull, single prop. b. Pascagoula, Miss., 1936. 49.3 x 15.5 x 5.6. Atlas diesel 160 hp. Originally named TONEY and renamed 1950 by present owner, Southern Kraft Division of International Paper Co., Mobile, Ala.

Southern Kraft No. 5

Diesel hawser tug, wood hull, single prop. b. Mobile, Ala., 1942. 51.4 x 15 x 6.3. Cooper-Bessemer 8 cyl. 8 x 10½ diesel 210 hp. at 500 rpm. Owned by Southern Kraft Division of International Paper Co., Mobile, Ala.

Southern Kraft No. 6

Diesel hawser tug, steel hull, single prop. b. Pascagoula, Miss., by F. B. Walker & Son, 1945. 75 x 19 x 8. Atlas Imperial 6 cyl. 13 x 15 diesel 400 hp. Originally named JOHN COLLE, JR. and owned by Colle Towing Co. until sold to present owner in 1950. Owned by Southern Kraft Division of International Paper Co., Mobile, Ala.

Southern Nirvana

Diesel hawser tug, steel hull, single prop. b. Plaquemine, La., 1936. 46 x 14 x 5. Caterpillar diesel 100 hp. with reduction gear. Owned by McWilliams Dredging Co., New Orleans, La.

Southern Queen

Diesel towboat, steel hull, single prop. b. New Orleans, La., 1944. 43 x 11.4 x 4. Caterpillar diesel 100 hp. with reduction gear. Owned by McWilliams Dredging Co., New Orleans, La. Sank in Chain of Rocks Canal, April 14, 1950: raised.

Southern Spray

Diesel towboat, steel hull, single prop. b. Pearlinton, Miss., 1933. 42.9 x 12 x 3.6. Caterpillar diesel 115 hp. Formerly owned by McWilliams Dredging Co. and now by Pine Bluff Sand & Gravel Co., Pine Bluff, Ark.

Southland

Diesel hawser tug, steel hull, single prop. b. Decatur, Ala., by Decatur Steel & Iron Co., 1944. 85 x 23 x 10'3". Enterprise diesel 800 hp. placed 1950 at Alexander Shipyard replacing former Clark Bros. 650 hp. diesel. Vessel originally was named ST 686 and was sold to present owner in 1949, John I. Hay Co., Chicago, Ill.

Spencer

Diesel towboat, steel hull, single prop. b. Pascagoula, Miss., by Arnold V. Walker yard, 1949. 79 x 22 x 8.3. Enterprise 8 cyl. 12 x 15 diesel 800 hp. at 400 rpm. Direct drive. Retractable pilothouse. Owned by Blaske Lines, Inc., Alton, Ill.

Stanley Petter

Diesel towboat, wood hull, sternwheel. b. Wolf Creek, Ky., 1928. 59.5 x 14 x 3.1. Caterpillar diesel installed May 1950 with 47 hp. Originally named R.T. Owned by Igert, Inc., Paducah, Ky.

Stanolind A.

Diesel towboat, steel hull, twin props. b. Manitowoc, Wis., by Manitowoc Shipbuilding Co., 1940. 144 x 35 x 8.5. Busch-Sulzer diesels total 1200 hp. Owned by Standard Oil Co. of Indiana, Chicago, Ill.

Stark D. Whiteman

Diesel towboat, iron hull, single prop. b. East Boston, Mass., 1872. 75.4 x 15.7 x 7.5. Fairbanks-Morse diesel 360 hp. Originally steam tug WM. M. FLANDERS, converted to diesel and renamed by Whiteman Bros., 1929. Now owned by John I. Hay Co., Chicago, Ill. *Sold to Monahan Bros who put 550 Cat. 7.8.1951*

Startle

Diesel hawser tug, iron hull, prop. b. Philadelphia, Pa., 1878. 53.7 x 14.5 x 7. 210 hp. engine. Originally steam tug STARTLE, sold to U. S. Engineers and renamed UACHA, and was sold to private owners, still as a steam tug, and original name restored. Later converted to diesel and now owned by W. T. Burton Co., Inc., Sulphur, La.

Steel City

Diesel towboat, steel hull, divided sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1929. 134.8 x 27 x 5.5. Nelsco diesels total 600 hp. driving independently operated sternwheels. Originally named MARY ALICE and owned by Keystone Division, Dravo Corporation. Present owner bought her in Sept. 1949, renamed her in Oct. 1949. Owned by Capt. Edward Smith, Pittsburgh, Pa.

Stella II

Diesel hawser tug, steel hull, single prop. b. 1947. Atlas Imperial 800 hp. diesel. This vessel replaces original STELLA b. 1880 (see IRR-47). Owned by D. M. Picton & Co., Port Arthur, Texas.

Stemwinder

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levinston Shipbuilding Corp., 1941. 79.9 x 22.1 x 7.5. General Motors diesel 650 hp. Canal Navigation & Trading Co., recently sold her; new owner not determined. *Sold to Arco Towing Co. 1951*

Stephen C. Foster

Diesel towboat, wood hull, prop. b. Alton, Ill., on river bank by Morris Fuller and A. B. Baker, 1942. 39.5 x 12 x 3.1. Kermath engine 150 hp. Owned by Norman Bros., Inc., Alton, Ill.

Stephen Foster

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1948. 98.1 x 28.1 x 9.9. Enterprise 8 cyl. 16 x 20 diesel 1700 hp. at 360 rpm., supercharged. Sister vessel to MERIWETHER LEWIS, SAMUEL CLEMENS, WILLIAM CLARK, see. Owned by Butcher-Arthur Inc. until 1950 when owning firm became Commercial Petroleum & Transport Co., Houston, Texas.

Steve Click

Diesel towboat, steel hull, single prop. b. Paducah, Ky., by Olcott Foundry and Machine Co., 1941. 98 x 22.5 x 9. Cooper-Bessemer 8 cyl. 15½ x 22 diesel 810 hp. at 450 rpm. Originally named FRED W. OLCOTT owned by Roberts Towing Co., Paducah, Ky. Sold to Louisville Sand & Gravel Co., Louisville, Ky., in June 1946 and renamed.

Stony

Diesel towboat, steel hull, single prop. b. Chicago, Ill., by Calumet Ship Yard and Dry Dock Co., 1938. 47.6 x 17.8 x 3.5. 250 hp. Originally named GLADYS M. owned by A. L. Mechling Barge Line who sold her to present owner, January, 1948. Present owner added sponsons to hull increasing width 4.5 feet and renamed the vessel. Owned by Material Service Corp., Chicago, Ill.

Stormy

Diesel towboat, wood hull, sternwheel. b. Zanesville, Ohio, 1937. 54.8 x 14 x 2.8. Cooper-Bessemer 4 cyl. 7½ x 10½ diesel 80 hp. at 400 rpm. Hull was built by Muskingum River Gravel Co. and was sold before completion to H. L. Seabright, Wheeling, W. Va., who placed the engine which had seen prior service on mv. RETURN.

Stubby

Motor towboat, composite hull, prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1937. 28 x 9 x 2. 115 hp. Owned by Deneen River Co., Lacon, Ill.

Sturgeon Bay Queen

Diesel towboat, steel hull, single prop. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1949. 115 x 28. Fairbanks-Morse diesel 1400 hp. Owned by Mid-Continent Barge Line Co., St. Louis, Mo.

Sue

Diesel towboat, wood hull, twin props. b. Manchester, Ohio, 1939. 37.9 x 12 x 3.7. Caterpillar diesels total 110 hp. Owned by Suiter Material & Transport Co., Manchester, Ohio.

Sumac

Diesel cutter (tender class), steel hull, triple props. b. Blair, Neb., by

Petersen & Haecker, Ltd., 1944. 114'6" x 30'4" x 5'6". Fairbanks-Morse diesels, 8 cyl., total 960 hp. at 400 rpm. Equipped with 85-ton Amster dam ice plow, dimensions 59'6" long, 59'1½" beam. Owned by U. S. Coast Guard, St. Louis, Mo.

Supco VII

Diesel hawser tug, steel hull, single prop. b. 1947. Atlas diesel, supercharged, 1000 hp. Built for G. B. Zigler Co., Jennings, La., and sold to Superior Oil Co., Houston, Texas.

Superman

Diesel hawser tug, single prop. National Superior diesel 150 hp. installed 1946. Owned by Port Arthur Towing Co., Port Arthur, Texas.

Surveyor

Diesel survey boat, steel hull, twin props. b. Jeffersonville, Ind., at Howard yard, 1912. 125'10" x 17'6" x 3'6". Was re-engined in 1947, details not available, replacing original Kermath diesels. Originally named POLLY owned by Anderson Gratz of St. Louis, who sold her to U. S. Engineer Dept. Renamed SHAWNEE in 1947 and used in making radar maps of the Ohio River, etc. Owned by U. S. Engineer Corps, Louisville, Ky.

Susan

Diesel towboat, wood hull, sternwheel. b. Henderson, Ky., 1929. 64.8 x 16 x 3.8. Fairbanks-Morse diesel, 120 hp. Owned by W. C. Cooper, Henderson, Ky.

Susan Hougland

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1949. 117.1 x 30.8 x 10.8. General Motors 16 cyl. 8¾ x 10½ diesels total 3000 hp. at 310 rpm. Reduction ratio 2.3 to 1. Owned by Walter G. Hougland Sons, Inc., Paducah, Ky.

Susie

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1925. 73.3 x 16 x 4.3. Fairbanks-Morse diesel 150 hp. installed 1948 formerly on DIXIE. Owned by Standard Sand & Gravel Co., Wheeling, W. Va. Originally was named MARTHA, operated by Dravo until sold to present owner, July, 1946.

Susie Hazard

Steam tug, iron hull, prop. b. St. Louis, Mo., in 1881. 97 x 19.1 x 8.4. Twin high pressure engines 17" dia. by 18" stroke. Two boilers. Originally owned by Southern Coal, Coke & Mining Co., St. Louis, and bought by Steamer Service Co., St. Louis, about 1939.

Suter

Steam towboat, steel hull, sternwheel. b. Gasconade, Mo., 1928. 159 x 30 x 5. Engines 12's, 24's-6 ft. stroke, built by Shelton Bros., 462 hp. at 20 rpm. One Foster-Wheeler water tube boiler burns oil. Sister vessel to BIXBY (see). Owned by U. S. Engineer Corps, Kansas City, Mo.

Suwannee

Diesel tug, steel hull, single prop. b. Pascagoula, Miss., by F. B. Walker & Sons, 1945. 77 x 19 x 10. Superior 8 cyl. 12½ x 16½ diesel 650 hp. at 400 rpm. Originally named PATRICIA CHOTIN of Berwick Bay Towing Co. Sold to Thurston Crawford of River Transit Co., Columbus, Ga., who renamed her. She sank off Bay St. Louis, July, 1949, was raised and repaired at Harvey, La., and returned to service.

Sycamore

Diesel cutter (tender class), steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1941. 113'9" x 26' x 5'2". Fairbanks-Morse 5 cyl. diesels total 400 hp. at 400 rpm. This boat came out new with about half this power, was re-engined at Gasconade, Mo., 1944-45. Owned by U. S. Coast Guard, St. Louis, Mo.

Sydney

Diesel towboat, steel hull, prop. b. Minneapolis, Minn., 1945. 37.5 x 15.5 x 5. 165 hp. Owned by Mid-Continent Barge Line, Minneapolis, Minn.

Sylph

Diesel towboat, wood hull, sternwheel. b. Demopolis, Ala., 1899. 80.4 x 16.4 x 3.4. Buda diesel 120 hp. Originally built by private owner and sold to U. S. Engineers who sold her to Harry E. Miller, Jr. Again sold 1946 to Findlay Towing Co., Tuscaloosa, Ala.

Sylvia T.

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1940. 100 x 24 x 8. Atlas Imperial 6 cyl. 15 x 19 diesel 600 hp., direct drive. Named for daughter of board-chairman of owners, Central Barge Co., Chicago, Ill.

Tabo

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., at U. S. Engineer Boatyard, 1945. 43' x 12' x 5'7½". Gray Marine 6 cyl. diesel, 165 hp. at 1900 rpm. Duplicate of the IATAN, GRAND, WOLF, TAVERN, see. Owned by U. S. Engineer Corps, Kansas City, Mo.

Tadpole

Diesel towboat, steel hull, twin props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding & Dry Dock Co., 1939. 61 x 18.3 x 5.1. Buda diesels total 300 hp. at 300 rpm. Originally owned by Leaman Transportation Co., Downingtown, Pa., now Lea River Lines, Wilmington, Del.

***Capt. Telford - Tug.*
Tampico**

Diesel towboat, steel hull, triple props. b. Stillwater, Minn., by Capt. Frank Aiple, 1941. 91 x 35. General Motors diesels total 1500 hp. replacing Cummins 900 hp. which were replaced in rebuilding program in 1947 following fire of Nov. 6, 1945 at Lock 17, New Boston, Ill., upper Mississippi River. Original name of vessel was VAGABOND and hull dimensions were enlarged from 60.5 x 35.1 x 5.7 to those above indicated. Owned by Aiple Towing Co., Stillwater, Minn.

*Tapacola tug 100x27x10 - 450 HP F.M. owned
by Tiger Is. Boats Morgan City, La. sold to Nelson
Bro. Lumbert, Ala. 1951*

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Tarawa

Diesel hawser tug, steel hull, single prop. 36 x 10'5" x 5. Gray Marine diesel 225 hp. Acquired 1947 from U. S. Navy, originally an L.C.V.P. tug. Owned by Freeport Sulphur Co., Port Sulphur, La.

Tarpon

Diesel tug, steel hull, prop. b. New Orleans, La., 1941. 48.7 x 14 x 5.4. 100 hp. Owned by Freeport Sulphur Co., New Orleans, La.

Tarpon

Diesel patrol boat, wood hull, twin props. b. Pascagoula, Miss., by F. B. Walker & Sons, 1932. 49.8 x 14. Superior 6 cyl. diesels total 110 hp. Reduction gears 2 to 1. Owned by State of Louisiana, Dept. of Wild Life and Fisheries, New Orleans, La.

Tavern

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., by U. S. Engineer Boatyard, 1945. 43' x 12' x 5'7½". Gray Marine 6 cyl. disel, 165 hp. at 1900 rpm. Duplicate of the IATAN, GRAND, WOLF, TABO, see. Owned by U. S. Engineer Corps, Kansas City, Mo.

Taylor

Diesel towboat, steel hull, prop. b. Jeffersonville, Ind., 1939. 62.7 x 28 x 4.2. 70 hp. Operates between Cottonwood Point and Heloise Point, Mississippi River, along with the SHEPARD (see) owned by J. E. Taylor, Caruthersville, Mo.

Teche Queen

Motor tug, wood hull, single prop. b. Chauvin, La., 1939. 50 x 15 x 4.7. Atlas diesel 120 hp. Owned by Berard Bros, Auto Supply Co., New Iberia, La.

Tecumseh

Diesel towboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Works, 1928. 110 x 23 x 5'4" (moulded). Lombard 8 cyl. diesel with electric drive, 300 hp. at 400 rpm. Owned by U. S. Engineer Corps, Louisville, Ky.

Teddy No. 4

Diesel towboat, wood hull, sternwheel. b. Hanging Rock, Ohio, 1936. 67.5 x 16.8 x 2.9. Kahlenberg diesel, 150 hp. Owned by Chas. Gentil & Sons, Hanging Rock, Ohio.

Tell City

Diesel towboat, steel hull, twin props. b. Tell City, Ind., by Maxon Construction Co., 1947. 70 x 21 x 6. Kahlenberg diesels total 300 hp. Owned by G. W. Maxon until sold in June, 1949, to T. L. Herbert and Sons, Nashville, Tenn.

Tenaru River

Steam towboat, steel hull, twin props. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1943. A DPC; for details of construction see

ATTU. During the war chartered to Federal Barge Lines. Sold, 1946, to American Barge Line Co., Jeffersonville, Ind.

Tennco

Diesel towboat, steel hull, twin props. b. Valley Park, Mo., by Barbour Metal Boat Works, 1949. 48 x 12.5 x 5. Two Cummins diesels total 260 hp. Owned by Tennessee Valley Sand and Gravel Co., Sheffield, Ala.

Tennessee

Steam towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1930. 191 x 40.6 x 8. Vertical Uniflow condensing 3-cyl. single expansion engines develop 2140 hp. Two water tube boilers, oil burners. Kort nozzle stern placed by Dravo 1946 providing considerable more push hp. Sister boat to OHIO, see. Owned by Mississippi Valley Barge Line Co., St. Louis, Mo.

Tennessee

Diesel towboat, steel hull, split sternwheel. b. Point Pleasant, W. Va., by Marietta Mfg. Co., 1930. 161.1 x 29 x 4.5. Diesel-electric drive with Fairbanks-Morse driven generators, 300 hp. Owned by U. S. Engineer Corps Pittsburgh, Pa.

Tennessee

Diesel towboat, wood hull, sternwheel. b. Metropolis, Ill., 1923. 59 x 14 x 2.3. Anderson semi-diesel 60 hp. E. P. Grimm sold her to John Lucas of Clairton, Pa., March 1, 1949.

Tennessee No. 3

Diesel towboat, wood hull, sternwheel. b. Paducah, Ky., 1930. 64.2 x 16 x 4. Fairbanks-Morse 6 cyl. diesel delivers 150 hp. at 400 rpm. Owned by Clifton Towing Co., Clifton, Tenn.

Terrell

Motor tug, wood hull, prop. b. Mobile, Ala., 1919. 45.5 x 12.3 x 4.9. Cummins diesel, 225 hp. Owned by John M. Kilgore, Goose Creek, Texas.

Tex

Diesel towboat, wood hull, sternwheel. b. Huntington, W. Va., 1936. 50.3 x 14.9 x 3.2. 85 hp. diesel. Owned by Ohio River Dredging Co., Huntington, W. Va.

Thames

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Livingston Shipbuilding Corp., 1941. 80.6 x 23.1 x 7.5. Cooper-Bessemer 8 cyl. 13 x 16 diesel 600 hp. at 325 rpm. Originally named JACK RUFF owned by River Terminals Corp. and renamed by present owner in January 1950 who acquired the boat in June 1948. Owned by Dixie Carriers, Inc., Houston, Texas.

Thelma

Diesel tug, wood hull, single prop. b. Velasco, Texas, 1911. 52.9 x 14 x

5.7 General Motors 6 cyl. $4\frac{1}{4} \times 5$ diesel provides 165 hp., installed Nov. 1946. Reduction gear ratio 4 to 1. Owned by C. R. Williams, Matagorda, Texas.

Theo. M. Webb

Diesel hawser tug, wood hull, prop. b. Brooklyn, N. Y., 1917 and rebuilt in 1936. $53 \times 14 \times 7$. National Superior diesel, 6 cyl., 9×12 , 350 hp. Originally named MINNIE S. Owned by Cornelius Kroll & Co., Houston, Texas.

Thomas Moses

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and completed at Coal Valley, Pa., marine ways, 1926. $147.5 \times 33.4 \times 5.2$. Condensing engines, 15's, 30's 7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Originally named ISTHMIAN and was renamed August, 1936. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

Thomas Pickles

Steam ferry, catamaran steel hull, center paddlewheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1892. $125 \times 53 \times 7$. Engines 17's, 6 ft., 2 boilers, coal burner, 474 hp. Completely rebuilt in 1932. Operated a number of years at New Orleans, then at Baton Rouge, La., and now owned by Bisso Ferry Co., New Orleans, La. Has capacity for 50 automobiles and 250 passengers.

Three Bros.

Diesel hawser tug, wood hull, prop. b. Mount Vernon, Ala., 1928. $53.6 \times 12 \times 4.1$. 160 hp. Owned by Simms Bros. Towing Co., Mobile, Ala.

Tickfaw

Diesel hawser tug, steel hull, single prop. b. Philadelphia, Pa., by Neafie and Levy Ship and Engine Building Co., 1900. 100×21 . General Motors diesel 1800 hp. with $2\frac{1}{2}$ to 1 reduction gear. Rebuilt at Avondale Marine Ways in fall of 1947. Owned by Baton Rouge Coal and Towing Co., Baton Rouge, La. This tug originally was named M. MORAN, owned by U. S. Engineer Dept., New Orleans, and was in U. S. Maritime Commission when present owner bought her.

Tiger

Diesel hawser tug, wood hull, single prop. b. Madisonville, La., 1913. $47.1 \times 12 \times 4.8$. Atlas Imperial diesel 90 hp. Owned by Jahncke Service, Inc., New Orleans, La.

Tinian

Diesel hawser tug, wood hull, single prop. b. by U. S. during World War II. $36 \times 10.5 \times 5$. General Motors 6 cyl. diesel 200 hp. at 800 rpm. Reduction gear 2 to 1. Vessel rebuilt by present owner 1949. Owned by Freeport Sulphur Co., Port Sulphur, La.

Titan

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, by

owner, 1949. 110 x 25.5 x 12. Nordberg 8 cyl. 16 x 22 diesel 1750 hp. at 330 rpm., direct drive. Formerly steam tug EMPIRE of Sabine Transportation Co. Owned by Sabine Towing Co., Port Arthur, Texas.

Titan

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1930. 136 x 34 x 7.3. Condensing engines, 14's, 28's-8 ft. stroke, built by Frisbee of Cincinnati, 700 hp. Nelis steam generator, 100 deg. superheat. This vessel exploded a boiler tube at Proctor, W. Va., Oct. 15, 1947, resulting in the death of a fireman, an isolated instance of water tube boiler failure on inland streams. Duplicate of WM. LARIMER JONES, see. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa. This is the second vessel to bear the name; first TITAN was wood hull sternwheel b. 1899, later named W. L. McKINNEY, CHICKIE, sank Jan. 10, 1941.

Todco

Diesel ferry, steel hull, prop. Atlas engine. Owned by Todd Shipyard Corp., Galveston Division, Galveston, Texas. Used privately for transporting passengers and vehicles to and from Galveston-Pelican Island. Designed by Eads Johnson.

Tom

Diesel towboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville Bridge Co., 1923. 74.1 x 16 x 4. 60 hp. engine. Owned by W. T. Hardison and Co., Nashville, Tenn.

Tom Greene

Steam freight packet, steel hull, sternwheel. b. Pt. Pleasant, W. Va., by Marietta Mfg. Co., 1923. 200 x 38 x 6. Engines 22's-7 ft. stroke, 600 hp. Four return flue boilers. Originally a combination passenger-freight packet, the staterooms were removed at Dravo marine ways, Neville Island, Pa., in 1939, and extensive hull changes made. The second deck was converted to carry automobiles. Regularly in Cincinnati-Louisville trade until February, 1947. Owned by Greene Line Steamers, Inc., Cincinnati, Ohio.

Tom Nugent, Jr.

Diesel towboat, steel hull, sternwheel. b. Grafton, Ill., by Midwest Boat & Barge Co., 1929. 80 x 19 x 3.8. 150 hp. diesel. Originally named KENNETT DILLMAN and owned by Dillman Industries, Inc., Caruthersville, Mo. Was rebuilt 1933 at Cape Girardeau, Mo. Sold to Nugent Sand Co., Louisville, Ky., who changed the name. Note: There were two vessels named KENNETT DILLMAN of which the above described is the second: first was a wood hull steam towboat b. 1901 as the JOHN S. SUMMERS and over a period of years her names were D. T. FLESHER, KENNETT DILLMAN, GEORGE WOODS. Dismantled about 1942.

Tom Sawyer

Diesel towboat, steel hull, twin props. b. Midland, Pa., by Midland Barge Co., 1933. 148.7 x 40 x 8. McIntosh & Seymour diesels total 1180 hp. at 300 rpm. Engines are 8 cyl. 12½ x 22. Props 5'9" dia. A special

German design set of props, known as Schnitger, were installed on this boat at St. Louis, March, 1947. Owned by Inland Waterways Corp., St. Louis, Mo.

Tom Stallings

Steam patrol and snagboat, steel hull, sternwheel. b. Charleston, W. Va., by Charles Ward Engineering Co., 1929. 127 x 30 x 4'1". Engines 10's-4'2" stroke, non-condensing. Two return flue boilers built by Ward burn coal. 147 hp. at 20 rpm. Owned by U. S. Engineer Corps., Memphis, Tenn.

Tomcat

Diesel towboat, steel hull, single prop. b. New Orleans, La., by William L. Wilson, 1950. 45 x 14. Caterpillar diesel 130 hp. Owned by Albert G. Thomas, New Orleans, La.

Totty F. McCool

Diesel towboat, steel hull, twin props. b. Greenville, Miss., by Greenville Manufacturing and Machine Works, 1947. 75 x 22 x 9.5. Two Superior diesels total 1000 hp. Owned by Greenville Towing Co., Greenville, Miss.

Traveler

Diesel towboat, steel hull, twin props. b. Chicago, Ill., 1946. 57 x 15 x 6.5. Buda diesels total 350 hp. Owned by Edwin T. Bull and others, Joliet, Ill.

Trade Winds

Diesel towboat, steel hull, twin props. b. Brownsville, Pa., by Hillman Barge and Construction Co., 1949-50. 135.7 x 28 x 7.5. General Motors 8 cyl. diesels total 1400 hp. at 700 rpm. Owned by American Barge Line Co., Louisville, Ky.

Tri-Cities

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1940. 100 x 30 x 5. Fairbanks-Morse diesels total 1000 hp. Kort nozzles placed 1946. Owned by Lake Tankers Corp., Wilmington, Del.

Tri-State

Diesel towboat, steel hull, twin props. b. Chicago, Ill., by Calumet Ship Yard and Dry Dock Co., 1942. 139 x 31'1" x 7'2". National Superior 8 cyl. 14½ x 20 diesels total 2000 hp. at 300 rpm. Engines direct drive, supercharged. Kort nozzle stern installed at Dravo, 1948. Equipped with radar by Sperry at Dravo in November, 1946, first such installation on inland streams. Owned by Ashland Oil & Refining Co., Ashland, Ky.

Trojan

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levingston Shipbuilding Co., 1946. 88.8 x 22 x 9.25. Atlas Imperial 6 cyl. diesel 500 hp., direct drive. Owned by Sabine Towing Co., Port Arthur, Texas.

Trojan

Diesel towboat, steel hull, single prop. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1923. Originally a sternwheel diesel with gear transmission, had a new stern built and propeller installed at the J. & L. Marine Ways, Floreffe, Pa., 1942. Original dimensions 83 x 22.2 x 5.1 were increased to 101.9 x 22.5 x 6.3. Fairbanks-Morse diesel 200 hp. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa.

Tuffy

Diesel towboat, steel hull, prop. b. Paducah, Ky., by Olcott Machine Works, 1950. 52 x 16 x 6. Three General Motors (Detroit) diesels total 450 hp. Owned by Twin City Barge & Towing Co., St. Paul, Minn.

Tug 617

Diesel towboat, steel hull, single prop. b. Houston, Texas, by Port Houston Iron Works, 1943. 44'10" x 12'10" x 6'11". Kahlenberg 5 cyl. 10 x 10½ diesel, 150 hp. at 270 rpm. Owned by U. S. Engineer Corps, Louisville, Ky.

Tulagi

Steam towboat, steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1944. For details of construction see ATTU. Chartered to Union Barge Line Co. until turned back in Oct., 1945. Owned by Defense Plant Corp., Washington, D. C. Assigned to the U. S. Engineer Corps, Vicksburg District, February, 1946.

Turnbull

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1921. 60 x 14 x 5. Fairbanks-Morse diesels total 90 hp. Originally owned by Southern Coal, Coke & Mining Co. and shoved the first payload to Chicago via the Illinois Waterway. Sold to Steamer Service Co., St. Louis, Mo., in 1939.

Twin Cities

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1940. 140 x 34 x 8.5. Fairbanks-Morse 6 cyl. 14 x 17 diesels total 1380 hp. at 300 rpm. Kort nozzles installed 1947. Magnetic compass-pilot installed 1948. Contra-guide rudders placed 1949. Owned by Lake Tankers Corp., Wilmington, Del.

Tyler

Steam towboat, steel hull, sternwheel. b. Newburgh, N. Y., 1920. 120 x 24.8 x 5.7. Engines 14's-6 ft. stroke from former packet JOHN D. GRACE, 300 hp. Originally named TOPILA. Owned by New Orleans Coal & Bisso Towboat Co., New Orleans, La.

Una

Diesel towboat, wood hull, single prop. b. Pittsburgh, Pa., by R. C. Price, 1919. 64 x 12 x 3.8. Kahlenberg 100 hp. diesel. Boat was rebuilt 1941. Originally owned by Carnegie Steel Co. who sold her to Charles Zubik; was later resold to Blaske Lines, Inc. who sold her to present owner spring 1950. Owned by Varble Towing Co., Alton, Ill.

Uncle Bob

Diesel tug, steel hull, prop. b. Houston, Texas, 1939. 54.9 x 15 x 6.3. 350 hp. engine. Owned by J. G. Jackson, Angleton, Texas.

Uncle Dave

Diesel hawser tug, steel hull, twin props. b. Slidell, La., 1933. 48 x 15 x 5. Atlas Imperial diesels total 150 hp. Owned 1942 by Gulf Coast Towing Co. and now owned by Texas Co., Producing Dept., New Orleans, La.

Underwriter

Diesel pilot tug, iron hull, single prop. b. Camden, N. J., 1881. 112.7 x 22 x 11.3. Atlas Imperial diesel 575 hp. installed 1937 during conversion from steam to diesel. This tug was built for and always owned by Associated Branch Pilots, New Orleans, La.

Union

Diesel towboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville Bridge Co., 1926. 84.1 x 17 x 3.7. Diesel-electric drive with Winton diesel 150 hp. Originally named BURNETT of USE. Sold 1941 to Union Sand & Gravel Co. who renamed her. Capt. Charles C. Stone bought her, 1944, and sold her, Sept. 1947, to Glendale Gas Coal Co., Glendale, W. Va.

U-No

Diesel towboat, composite hull, sternwheel. b. Pittsburgh, Pa., by E. P. and C. N. Grimm, 1945. 72.8 x 18 x 3.1. General Motors diesel 225 hp. Owned by E. P. Grimm, Pittsburgh, Pa.

Vance

Motor towboat, steel hull, single prop. b. Davenport, Iowa, by Central Engineering Co., 1934. 32.1 x 12.6 x 4.5. Buda diesel 150 hp. Owned by Moline Consumers Co., Moline, Ill.

Vanderburg

Diesel survey boat, steel hull, single prop. b. New Albany, Ind., by Charles Hegewald Corp., 1936. 45 x 12 x 4'6" (moulded). Buda diesel, 150 hp. at 1500 rpm. Owned by U. S. Engineer Corps, Louisville, Ky.

Vanguard

Diesel hawser tug, charcoal iron hull, single prop. b. Pittsburgh, Pa., 1885. 81 x 17.2 x 9. Cooper-Bessemer 6 cyl. 13 x 16 diesel, 525 hp. at 400 rpm. Originally a steam tug, long owned by West Kentucky Coal Co., converted by Calmes Engineering Co., New Orleans, La., to diesel, 1943. Owned by George W. Whiteman, New Orleans, La., who sold her to Augustus B. Harris & Son, New Orleans, La., 1947.

Vermilion

Motor hawser tug, wood hull, single prop. b. Morgan City, La., 1901. 45.2 x 13.1 x 3.3. General Motors 165 hp. diesel. Owned by M. L. Kirkland, Plaquemine, La. Recently sold. New owner not known.

Vicki Lin

Diesel towboat, steel hull, twin props. b. Morgan City, La., 1945. Caterpillar diesels total about 230 hp. Owned by Bayside Towing Co., Berwick, La.

Vickie Ann

Diesel towboat, steel hull, prop. b. Valley Park, Mo., by Barbour Metal Boat Works, 1950. 150 hp. Owned by Luhr Bros., Inc., Columbia, Ill.

Vicksburg

Steam towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Works, 1921. 200 x 40 x 7.9. Triple expansion condensing engines, 15" x 26 1/4" x 44 1/2" by 26" stroke. 1800 hp. at 140 rpm. Props 9'4" dia. Water tube boilers, oil burners. Duplicate of the NATCHEZ. Owned by Inland Waterways Corp., St. Louis, Mo.

Victory

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1948. 116 x 27 x 10. General Motors diesels total 1000 hp. Kort nozzles. Owned by Keystone Division, Dravo Corporation, Pittsburgh, Pa. This is the third vessel of the name operated by Keystone. First VICTORY was sternwheel b. 1919, now named O. F. SHEARER (see). Second VICTORY b. 1940 was sold to Argentine government, May, 1947, renamed M.O.P. 304-R, and delivered to Buenos Aires, going part of the route by her own power. Present vessel is duplicate of the WM. PITT and FREEDOM, see.

Viola

Motor towboat, steel hull, single prop. b. St. Paul, Minn., 1946. Sterling engine 200 hp. Owned by Twin City Barge and Towing Co., St. Paul, Minn.

Virginia

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1923. 69.2 x 16 x 3.7. Buda diesel 160 hp. installed 1949. Originally operated by Keystone Sand & Supply Co., Pittsburgh, later sold to Quincy Steamboat Co., then to Rudolph Oil Co. In 1948 sold to Wilson and Russell Fry, Duffy, Ohio, who installed present engine and soon resold the boat (May, 1949) to Dravo Corporation, Contracting Division, Pittsburgh, Pa.

Virginia

Diesel towboat, wood hull, sternwheel. b. Calion, Ark., 1925. 81 x 20.2 x 3.8. Two Standard Motor Construction Co. engines total 180 hp. Owned by Calion Lumber Co., Calion, Ark.

Virginia

Diesel towboat, wood hull, sternwheel. b. Charleston, W. Va., 1922. 57.7 x 13.5 x 1.2. General Motors diesel placed 1947, 150 hp. Originally was a gas boat 50 hp. named MARIANNA MERRILL and owned by West Virginia Sand & Gravel Co. until that firm was absorbed by Tri-State Materials Corp., Charleston, W. Va., which now operates the boat.

Virginia

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1940. 110.7 x 25.5 x 9.1. General Motors 16 cyl. 8¾ x 10½ diesel 1235 hp. at 700 rpm. placed 1948. Owned by Cumberland River Sand Co., Nashville, Tenn.

Vivian

Diesel tug, wood hull, prop. b. Orange, Texas, 1930. 43.7 x 12.9 x 6.6. 110 hp. engine. Owned by Lloyd B. Crittenden, Port Arthur, Texas, until sold to present owner, Terrebonne Towing Co., Morgan City, La.

Vixen

Diesel towboat, wood hull, sternwheel. b. Madison, Ind., 1924. 69.6 x 16.2 x 3.3. Fairbanks-Morse diesel, 120 hp. Originally the TIOLINE of the Pure Oil Co. who sold her to Earl Cooper, Parkersburg, W. Va., and he renamed her. In turn, Mr. Cooper sold the boat to Ohio River Transit Co., Louisville, Ky., in 1935. They sold her to Igert, Inc., July, 1936.

Vos-K

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1940. 116.7 x 28 x 5. Atlas Imperial 6 cyl. 13 x 16 diesels total 800 hp. at 300 rpm. Originally named JAMES H. owned Houglan Line, sold to present owner December, 1949, and renamed in June, 1950. Owned by Producers Pipe Line Co., Louisville, Ky.

Voyageur

Motor towboat, steel hull, prop. b. St. Paul, Minn., by Frank B. McGuire, 1936. 64 x 22 x 3.2. Group of Ford-Mercury engines furnish 325 hp. Owned by Voyageur Towing Co., St. Paul, Minn.

Vulcan

Steam towboat, wood hull, sternwheel. b. Marietta, Ohio, 1910. 140 x 28.2 x 5.4. Engines 12's, 24's-7 ft. stroke, made by Marietta Mfg. Co., 500 hp. Four return flue boilers, coal burner. Was completely rebuilt at Floreffe, Pa., 1940. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa. This is the second vessel of the name: first VULCAN was b. 1899 and was wrecked on Monongahela River about 1908.

Vulcan

Diesel hawser tug, steel hull, single prop. b. Port Arthur, Texas, 1936. 88.3 x 22 x 10.5. Atlas Imperial 6 cyl. 14½ x 18, 4 cycle engine, 650 hp. Owned by Sabine Towing Co., Port Arthur, Texas.

W. J. D.

Diesel hawser tug, steel hull, single prop. b. Golden Meadow, La., 1942. 55 x 16 x 5. Atlas diesel 120 hp. Owned by Texas Co., Producing Dept., Houston, Texas.

W. A. Randle

Motor passenger boat, wood hull, prop. b. Benton Harbor, Mich., 1938. 49.5 x 11.8 x 3. 300 hp. engine. Owned by Freeport Sulphur Co., New Orleans, La.

W. A. Wansley

Diesel hawser tug, steel hull, single prop. b. New Orleans, La., by Alexander Shipyard, 1949. 88 x 25 x 12.5. General Motors diesel 900 hp. at 750 rpm. Falk reduction gear 2.5 to 1. Owned by Bay Houston Towing Co., Houston, Texas.

W. F. McCrady

Diesel towboat, steel hull, twin prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1947. 78 x 25 x 8. National Superior diesels total 540 hp. at 750 rpm. Kort nozzles. Falk Air-Flex gear, reduction ratio 3 to 1. Owned by McCrady-Rodgers Co., Pittsburgh, Pa.

W. G. Violette

Diesel towboat, steel hull, triple props. b. Pascagoula, Miss., by Arnold V. Walker Shipyard, 1949. 80 x 22 x 8.6. Three G-M diesels total 990 hp. Owned by Dantzler Boat and Barge Co., Pascagoula, Miss.

W. H. Colvin, Jr.

Steam towboat, steel hull, sternwheel. b. Pittsburgh, Pa., on bank of the Allegheny River by James Rees & Sons Co., 1919. 151.1 x 29.3 x 5.2. Condensing engines, 14's, 28's-7 ft. stroke. Four return flue boilers, coal burner. 750 hp. Originally named HOMESTEAD, owned by Carnegie Steel Co. and operated by that firm until spring of 1945 when her name was changed to A-2. She made a few trips after that, was sold in August, 1945, to Crucible Fuel Co., Pittsburgh, Pa., who gave her the present name. This vessel is a duplicate of the W. P. SNYDER, JR., see.

W. H. Klein

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1930. 121 x 28.5 x 4.7. 600 hp. engines. Owned by Dixie Sand & Gravel Corp., Chattanooga, Tenn.

W. J. Creighton

Steam towboat, steel hull, twin props. b. Pt. Pleasant, W. Va., by Marietta Manufacturing Co., 1943. For details of construction see ATTU. Originally named KISKA and chartered to Mississippi Valley Barge Line Co. until turned back to Defense Plant Corporation in Sept., 1945. Sold to Jones & Laughlin Steel Corp., Pittsburgh, Pa., May, 1947, and renamed shortly thereafter.

W. J. Stoner

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Edwards-Butcher Co., 1933. 62.3 x 17.4 x 7.8. Atlas Imperial 6 cyl. 11½ x 15 diesel 320 hp. at 325 rpm. Direct drive. Owned by Butcher-Arthur Inc., until 1950 when owning firm became Commercial Petroleum & Transport Co., Houston, Texas.

W. L. Heckman

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1933. 44 x 10 x 3.6. Buda diesel, 104 hp. Tunnel hull, 18" draft. Named for Capt. William L. Heckman, known

to thousands as "Steamboat Bill" in the columns of The Waterways Journal. Owned by Woods Bros. Construction Co., Omaha, Neb., until that firm discontinued business, and now owned by American Aggregate Corp., Greenville, Ohio.

W. P. Snyder, Jr.

Steam towboat, steel hull, sternwheel. b. Pittsburgh, Pa., by James Rees & Sons Co., on bank of the Allegheny River, 1918. 151.7 x 32.3 x 5.7. Condensing engines, 14's, 28's-7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Paddlewheel 21' dia. by 29' long, buckets 36" dip. Originally named W. H. CLINGERMAN, owned by Carnegie Steel Co. Renamed J. L. PERRY in May, 1938. Renamed A-1 in spring of 1945. Sold to Crucible Fuel Co., Pittsburgh, August, 1945, and given present name in Sept., 1945. Sister vessel of the W. H. COLVIN, JR., see.

W. T. Burton

Diesel hawser tug, wood hull, single prop. b. Orange, Tex., 1932. 55 x 15 x 7.5. Atlas Marine diesel, 11½ x 15, 6 cyl., 275 hp. Owned by W. T. Burton Co., Inc., Sulphur, La.

W. W. Fischer

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1905. 125.3 x 27 x 4.5. 200 hp. Originally named ELINOR, owned by U. S. Engineer Corps, Rock Island, Ill. Now owned by Greenville Sand & Gravel Co., Greenville, Miss. Vessel was completely rebuilt, 1930. This is the second boat of the name: first W. W. FISCHER was twin prop diesel b. 1929, now the KORMORANT, see.

W. W. Marting

Diesel towboat, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1941. 141.2 x 34.3 x 6.6. Busch-Sulzer 6 cyl. 16½ x 24½ diesels total 1600 hp. at 275 rpm. Direct drive. Elevator pilothouse for Illinois River. Owned by Ohio River Co., Cincinnati, O.

Wabash

Diesel towboat, steel hull, prop. b. Paducah, Ky., 1935. 60 x 17 x 6.1. Superior supercharged diesel, 510 hp. placed in 1946 at St. Louis. Originally named MARY T. and operated by Roberts Towing Co. Sold in 1944 to Illinois Farm Supply Co., Kingston Mines, Ill.

Wailes

Diesel tender, steel hull, twin props. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1935. 53'2½" x 14'6" x 4'6". Two General Motors 6 cyl. 4 cycle solid injection diesels total 330 hp. at 2000 rpm., installed 1947 replacing two F-M's 200 hp. Sister boat to CAILLOUET, see. Owned by Corps of Engineers, Vicksburg, Miss.

Wake Island

Steam towboat, steel hull, twin props. b. Jeffersonville, Ind., by Jeffersonville Boat and Machine Co., 1943. A DPC; for details of construction

see ATTU. During the war chartered to Federal Barge Lines, John I. Hay, and Ashland Oil & Refining Co. In 1947 sold to Inland Waterways Corp., St. Louis, Mo.

Walker No. 9

Diesel hawser tug, steel hull, twin props. b. Pascagoula, Miss., by F. B. Walker and Sons, 1944. 80.3 x 22 x 9. Cooper-Bessemer JS-6, 13 x 16 diesels total 1000 hp. at 400 rpm. Bought by Baton Rouge Coal & Towing Co., Baton Rouge, La., in Jan., 1949.

Walnut

Diesel dredge tender, steel hull, single prop. b. New Orleans, La., by Calmes Engineering Co., 1948. 46'1" x 12'5" x 5'3". Buda 8 cyl. diesel. Corps of Engineers, Memphis, Tenn.

Wallace McGeorge

Diesel towboat, steel hull, prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1937. 60.1 x 16.5 x 3.8. Atlas Imperial diesel, 160 hp. Owned by Pine Bluff Sand & Gravel Co., Pine Bluff, Ark.

Walter G. Hougland

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1941. 128.5 x 28 x 8.5. Cooper-Bessemer 8 cyl. 13 x 16 diesels total 1600 hp. at 450 rpm. Owned by Walter G. Hougland Sons, Paducah, Ky.

Walter I. Maulding

Diesel towboat, steel hull, twin props. b. 1940-41 at Leavenworth, Kansas, by Missouri Valley Bridge and Iron Co. 65'6" x 17'6" x 5'9". Kahlenberg 5 cyl. diesels total 300 hp. at 375 rpm. Duplicate of JOSIAH J. STREETER. Owned by U. S. Engineer Corps, Kansas City, Mo.

Walter P. Dolle

Diesel towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1911. 137.6 x 24 x 5. National Superior diesels total 520 hp. Originally steam sternwheel towboat LIEUT. LEWIS of U. S. Engineer Corps, Memphis, converted in 1942. She has a split sternwheel drive. Owned by O. F. Shearer & Son, Cincinnati, Ohio.

Wapema

Diesel towboat, wood hull, sternwheel. b. Paducah, Ky., 1929. 64 x 16 x 3.4. 100 hp. engine. Owned by Ross-Wogan & Co., Kansas City, Mo., until sold to Mobley Construction Co., Morrilton, Ark., in 1944.

Warner

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1900. 100 x 24 x 4.3. Engines 12½'s-5 ft. stroke, 250 hp. Originally named U. S. ENGINEER NO. 8, then SAL-VISI, operating under both names for U. S. Engineer Corps. Sold to Warner and Tamble, Memphis, Tenn., and received present name.

Warren Elsey

Steam towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1919. 154.2 x 27 x 5.6. Condensing engines, 14's, 30's-6 ft. stroke, 475 hp. Four return flue boilers, coal burner. This boat and the VICTORY (now O. F. SHEARER) were built in the back channel yard of Dravo. Originally considerably shorter, lengthened by her owners in early 1920's. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa.

Warren Hougland

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1938. 108.5 x 30 x 8.5. Nelsec 6 cyl. 19 x 22 diesels 1100 hp. at 250 rpm. Direct drive. Originally named DOROTHY H., renamed in 1949. Owned by Walter G. Hougland, Inc., Paducah, Ky.

Warrior

Diesel towboat, steel hull, twin props. b. Ambridge, Pa., by American Bridge Co., 1928. 140 x 25 x 8.7. General Motors 8½ x 10 12 cyl. diesels total 1080 hp. at 170 rpm. Diesel-electric drive. Present engines installed fall of 1950. Owned by Warrior & Gulf Navigation Co., Chickasaw, Ala.

Waterbug

Diesel hawser tug, steel hull, twin props. b. Sturgeon Bay, Wis., 1941. 40 x 17 x 4.5. Gray Marine diesels total 350 hp. Reduction gears. Operated on Savannah River when new, then was in Maritime Commission and sold, Feb. 15, 1946, to Terrebonne Towing Co. They sold her recently to present owner, McWilliams Dredging Co., New Orleans, La.

Wax

Diesel hawser tug, steel hull, single prop. b. Manitowac, Wis., by Burger Boat Co., 1945. 45 x 12'6". Buda-Lanova diesel 200 hp. Originally in U. S. Army Transportation Corps, designated ST-913. Owned by Corps of Engineers, New Orleans, La. and transferred to Vicksburg District, 1950.

Weatherwood

Diesel towboat, steel hull, twin props. b. Sturgeon Bay, Wis., by Sturgeon Bay Shipbuilding and Dry Dock Co., 1947. 90 x 24.5 x 8.8. Atlas Imperial diesels total 800 hp. Owned by U. S. Gypsum Co., Greenville, Miss.

Weber W. Sebald

Steam towboat, steel hull, sternwheel. b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1928. 130.1 x 35.1 x 5.1. Condensing engines, 15's, 30's-6½ ft. stroke, 600 hp. Water tube boilers, oil burners. Originally named JOHN W. WEEKS and owned by Inland Waterways Corp. Sold, Jan., 1948, to Armco Steel Corporation, Middletown, O., who renamed her a month later.

Weeks

Diesel hawser tug, steel hull, single prop. b. Manitowac, Wis., by Burger Boat Co., 1945. 45 x 12'6". Buda-Lanova diesel 200 hp. Originally in U. S. Army Transportation Corps designated ST-915. Owned by Corps of Engineers, New Orleans, La. and transferred to Vicksburg District, 1950.

Wenonah

Steam towboat, wood hull, sternwheel. b. Rumsey, Ky., 1907. 98 x 20 x 4.5. Engines 11's-5 ft. stroke, 36 hp. Two return flue boilers. Originally named LITTLE CLYDE and operated principally on Green River and for a while towed French's Showboat. By 1929 she had been renamed, owned by Miller Construction Co., Bowling Green, Ky. and now owned by J. W. Menke, St. Louis, Mo. and for the past several years has been furnishing steam for Menke's showboat.

Wesley W.

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Platzter Boat Works, 1946. 85 x 23 x 10.4. Enterprise 8 cyl. 12 x 15 turbo-charged diesel 800 hp. at 400 rpm. Originally named WALTER R. owned by River Terminals Corp. and acquired by present owner in June, 1948 and renamed January, 1950. Owned by Dixie Carriers, Inc., Houston, Texas.

Western Cities

Diesel hawser tug, steel hull, single prop. b. Olympic, Wash., by Reliable Welding Works, 1943. 74 x 20 x 9'1". Atlas Imperial diesel 400 hp. Formerly U. S. tug ST-14. Owned by Lake Tankers Corporation, St. Louis, Mo.

Westside

Diesel-electric ferry, steel hull, twin props. b. Orange, Tex., by Livingston Shipbuilding Co., 1937. 140 x 54 x 7.7. Cooper-Bessemer diesels, Type JT-6, total 800 hp. at 400 rpm. Carries 800 passengers and 50 automobiles. Owned by Algiers Public Service Co., New Orleans, La.

Whale

Motor tug, wood hull, prop. b. Chauvin, La., 1940. 34.6 x 11.8 x 3. 103 hp. engine. Owned by Jules Levron, Houma, La.

Whayne H.

Diesel towboat, steel hull, twin props. b. Nashville, Tenn., by Nashville Bridge Co., 1948. 97.8 x 22.5 x 8.1. General Motors 8 cyl. 8¾ x 10½ diesels total 1400 hp. at 750 rpm. Reduction gear ratio 2.3 to 1. Duplicate of ELISHA WOODS. This is the second to be named WHAYNE H.; first one now is CAMILLA H., see. Owned by Walter G. Hougland Sons, Inc., Paducah, Ky.

Wheelock Whitney

Diesel towboat, steel hull, twin props. b. Charleston, W. Va., by Charles Ward Engineering Co., 1927. 114.2 x 26.3 x 6.8. National Superior 14½

x 18, 8 cyl. diesels total 1350 hp. Originally owned by W. C. Kelly Barge Line and named W. A. SHEPARD, then had F-M diesels 720 hp. Acquired by American Barge Line Co. who operated her until 1938 when sold to present owner who renamed her, Central Barge Co., Chicago, Ill.

White Alder

Diesel buoy tender, steel hull, twin props. b. Buffalo, N. Y., by Niagara Shipbuilding Co., 1943. 132'10" x 30'9" x 12'3". Union 11 x 15 diesels, each 300 hp. at 350 rpm. Direct drive. U. S. Coast Guard, New Orleans, La.

White Castle

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1937. 70.6 x 18.6 x 6.6. Cooper-Bessemer 6 cyl. 11½ x 15 diesel 350 hp. at 350 rpm. Carries a special propeller developed by George Bollinger of Bollinger Machine Shop and Shipyard, Lockport, La. and installed 1944. Owned by Barker Barge Line, Lockport, La.

White Gold

Diesel towboat, steel hull, single prop. b. Nashville, Tenn., by Nashville Bridge Co., 1948. 110 x 26 x 9.3. General Motors 16 cyl. diesels total 1600 hp. Falk reverse and reduction gears. Twin of the COD-RINGTON, see. Owned by Canal Barge Co., Inc., New Orleans, La.

White Pine

Diesel tender, steel hull, twin props. b. Erie, Pa., by Erie Concrete and Steel Supply Co., 1943. 132'10" x 30'10" x 6'2". Union Diesel engines 6 cyl. 11 x 15, total 600 hp. at 350 rpm. Direct drive. Transferred from U. S. Navy and was a former Navy YF. Replaced the WAKEROBIN on the lower Mississippi. U. S. Coast Guard, St. Louis, Mo.

White Water

Diesel tug, iron hull, single prop. b. Camden, N. J., 1875. 78 x 18.4 x 7.3. Cooper-Bessemer 7 cyl. 13 x 16 diesel 600 hp. at 400 rpm. Was rebuilt 1942. Originally a steam tug privately built, acquired by U. S. Engineer Corps, Vicksburg, Miss. They sold her to present owner, Baton Rouge Coal and Towing Co., Baton Rouge, La. Sank at New Orleans on Jan. 30, 1950.

Whitewater

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding & Steel Co., 1940. 36'8" x 8'10" x 3'2". Buda 6 cyl. 5¼ x 6½ diesel, 120 hp. at 1600 rpm. Gear reduction 2 to 1. Transferred from Cincinnati to Louisville U. S. Engineer Corps District, 1949.

Wild Goose

Diesel towboat, steel hull, sternwheel. b. Nashville, Tenn., by Nashville Bridge Co., 1926. 70 x 19.5 x 3'7". Winton 6 cyl. 8 x 11 diesel 150 hp. at 25 rpm. This originally was the GILLETTE of the U. S. Engineer Dept. and was sold to present owner in April, 1947 and renamed 1949. Owned by Harry F. White & Co., Diamond, W. Va.

William Clark

Diesel towboat, steel hull, single prop. b. St. Louis, Mo., by St. Louis Shipbuilding and Steel Co., 1948. 98.1 x 28.1 x 9.9. Enterprise 8 cyl. 16 x 20, supercharged diesel 1700 hp. at 360 rpm. Sister vessel to SAMUEL CLEMENS, STEPHEN FOSTER, MERIWETHER LEWIS, see. Owned by Butcher-Arthur, Inc., until 1950, when owning firm became Commercial Petroleum & Transport Co., Houston, Texas.

William Drachenberg

Motor passenger boat, wood hull, prop. b. St. Joseph, Mich., 1938. 49.5 x 11.8 x 3. 320 hp. engine. Originally named OLIGOCENE. Owned by Freeport Sulphur Co., New Orleans, La.

Wm. Larimer Jones

Steam towboat, steel hull, sternwheel. b. Jeffersonville, Ind., by Howard Ship Yard and Dock Co., 1930. 136 x 34 x 7.3. Condensing engines, 14's, 28's-8 ft. stroke built by Frisbie, 700 hp. Nelis steam generator, 100 deg. superheat. Duplicate of the TITAN, see. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa.

Wm. Penn

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1940. 176 x 36 x 10. National Superior 4 cycle, 8 cyl., 14½ x 20 diesels total 1400 hp. Kort nozzles. 1600 push hp. Props 84" dia. Owned by Union Barge Line Corp., Pittsburgh, Pa.

Wm. Pitt

Diesel towboat, steel hull, twin props. b. Neville Island, Pa., by Dravo Corporation, 1947. 116 x 27 x 10. General Motors diesels total 1000 hp. Kort nozzles. Owned by Keystone Division, Dravo Corporation, Pittsburgh, Pa., duplicate of FREEDOM, VICTORY, see.

Wm. Ruprecht

Steam towboat, steel hull, sternwheel. b. Grafton, Ill., 1925. 87.5 x 24.1 x 3.8. 75 hp. Owned by Ruprecht Building Materials Co., St. Louis, Mo.

William T. Warner

Diesel towboat, steel hull, prop. b. Memphis, Tenn., by owner, 1933. 99.5 x 17.1 x 6.8. Winton diesels total 600 hp. at 250 rpm. Owned by Warner & Tamble, Memphis, Tenn.

This boat opened service through the improved Chicago Sanitary Canal. It was on March 23, 1934, she passed Joliet, Ill., enroute from Memphis to Chicago with 500 tons of freight. This was the inaugural trip.

William Whigham

Steam towboat, steel hull, sternwheel. b. Ambridge, Pa., by American Bridge Co. and finished at Coal Valley, Pa., marine ways, 1919. 147.5 x 33.4 x 5.2. Condensing engines, 15's, 30's-7 ft. stroke, 750 hp. Four return flue boilers, coal burner. Owned by Carnegie-Illinois Steel Corp., Pittsburgh, Pa.

Willie B.

Diesel towboat, steel hull, twin props. b. Memphis, Tenn., by Lewis-Diesel Eng. Co., 1948. General Motors 12 cyl. diesels total 660 hp. at 1500 rpm. Reduction gear. Owned by Clifton Towing Co., Clifton, Tenn.

Willie Mayo

Diesel towboat, steel hull, triple props. b. Paducah, Ky., 1943. 95 x 25 x 7.8. Three Cooper-Bessemer diesels total 1400 hp. (Two of these are types JS-6, 13 x 16, and the third is a GN-6, 10½ x 13½). Owned by Roberts Towing Co., Paducah, Ky., until sold in November, 1946, to A. L. Mechling Barge Line.

Williemayo

Diesel towboat, wood hull, sternwheel. b. Paducah, Ky., by Koppers Marine Ways, 1933. 65 x 16 x 3. Fairbanks-Morse engine, 150 hp. Originally owned by Kingston Lake Gravel Co., Mapleton, Ill., and later by George N. Childs, St. Louis. Sold, July, 1941, to Parsons Coal Co., East Liverpool, Ohio.

Winifred

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1930. 72.2 x 16 x 4. Cooper-Bessemer 6 cyl. 9 x 12 diesel 150 hp. at 340 rpm. Originally owned by Dravo Corporation and sold 1945 to Valentine and Todd, Blawnox, Pa.

Winnie Mae

Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa., by Dravo Corporation, 1936. 89.9 x 22 x 5. Fairbanks-Morse engine, 300 hp. Owned by Monongahela & Ohio Dredging Co., Pittsburgh, Pa.

Winthrop

Diesel hawser tug, steel hull, prop. b. Quincy, Mass., 1929. 102.2 x 22.1 x 10.6. 380 hp. Originally owned by Trawler Winthrop, Inc., Boston, Mass. U. S. Maritime Commission sold her, Dec., 1947, to Capt. W. A. Bisso, New Orleans, La.

Wizard

Diesel hawser tug, steel hull, single prop. b. Orange, Texas, by Levings-ton Shipbuilding Corp., 1942. 68.9 x 20.1 x 7.5. Atlas Marine diesel 400 hp. Originally named SAMBO owned by River Terminals Corp. which became Dixie Carriers, Inc. in June, 1948. They sold boat to present owner in December, 1949 and she was renamed shortly thereafter. Owned by Tex-Mex Towing Co., Houston, Texas.

Wolf

Diesel towboat, steel hull, single prop. b. Gasconade, Mo., at U. S. Engineer Boatyard, 1945. 43' x 12' x 5'7½". Gray Marine 6 cyl. diesel, 165 hp. at 1900 rpm. Duplicate of the IATAN, GRAND, TABO, TAVERN, see. Owned by U. S. Engineer Corps, Kansas City, Mo.

Wolf II

Diesel tug-towboat, steel hull, twin props. b. New Orleans, La., by

Lester F. Alexander Co., Inc., 1947. General Motors diesels, Type 6-71, total 400 hp. Owned by Russell Wolf & Co., Inc., Harvey, La.

Wolf III

Diesel tug-towboat, wood hull, twin props. b. 1943, an ex-Y.M.S. 136 x 24.5 x 12. General Motors diesel 500 hp. 2½ to 1 reduction gear. Conversion completed in 1943 by present owner, Russell Wolf & Co., Harvey, La.

Wolf IV

Diesel tug-towboat. Description provided for WOLF III is identical to this one; same owner.

Wolf V

Diesel tug-towboat. Description provided for WOLF III is identical to this one; same owner.

Wood

Diesel hawser tug, steel hull, single prop. b. Houston, Texas, by Port Houston Iron Works, Inc., 1944. 45 x 12'5" x 7'1½". Buda diesel 165 hp. at 825 rpm. Originally in U. S. Army Transportation Corps designated as ST-551. Transferred to Corps of Engineers, Vicksburg, Miss., August, 1947, renamed to honor Luther B. Wood who was with the U. S. Engineers, 1913-1928.

Wootsie

Diesel hawser tug, steel hull, single prop. b. Houma, La., 1940. 49.8 x 14.3 x 5. Atlas diesel 120 hp. Owned by A. R. Cenac until recently sold to Texas Co., Producing Dept., Houston, Tex.

Zenith

Diesel hawser tug, steel hull, single prop. b. Decatur, Ala., by Decatur Iron and Steel Co., 1944. 81.1 x 24 x 9.8. General Motors 8 cyl. 8½ x 10 diesel 700 hp. at 750 rpm. Originally DPC tug 38, sold to present owner in 1946. Owned by Butcher-Arthur, Inc., until 1950, when owning firm became Commercial Petroleum & Transport Co., Houston, Texas.

Zenith

Diesel hawser tug, steel hull, single prop. b. Plaquemine, La., 1936. 65 x 18 x 5.5. Wolverine direct reversible diesel 300 hp. Owned by McWilliams Dredging Co., New Orleans, La.

OWNERS

Name	Diesel	Steam
Aiken Towing Corp., Pensacola, Fla.	Nellie Okoloosa	
Aiple Towing Co., 133 South Water St., Stillwater, Minn.	Manitou Tampico	
Alabama Transit Co., 3000 Fifth Ave., North, Birmingham 1, Ala.	Clint W. Richard Z. (leased)	
Alexander Co., Inc., Lester F., Commander 830 Audubon Bldg., New Orleans 16, La.		
Algiers Public Service Co., Ferry Plaza, Algiers, New Orleans 14, La.	Crescent Westside	A. M. Halliday Algiers New Orleans
Allen Boat Co., New Orleans, La.	Intracoastal	
Allgire, Ray K., Foot of Poplar St., St. Louis, Mo.	Judith Ann Ray K. Allgire Robert Ray Allgire	
American Aggregates Corp., Greenville, Ohio	Greenville Robert J. Stewart W. L. Heckman	
American Barge Line Co., Jeffersonville, Ind.	Advance Jefferson Patriot Pioneer Republic-Pittsburgh Trade Winds	Allen B. Wood Casablanca Guadalcanal H. A. Bayless Java Sea Tenaru River
Anderson-Tully Lumber Co., Memphis, Tenn.	Kit Carson	
Armco Steel Corporation, River Transportation Division, P. O. Box 2077, Huntington, W. Va.		Charles R. Hook George M. Verity Weber W. Sebald
Arrow Transportation Co., Col. L. E. Willson, Sheffield, Ala.	Atco Norris	

Name	Diesel	Steam
Arthur-Smith Corporation, Second National Bank Bldg., Houston 2, Texas	John Arthur (charter) Neptune	
Ashland Oil & Refining Co., 1409 Winchester Ave., Ashland, Ky.	Ashland Harbor Point Henry C. Ogram Jim Martin Margaret Dawson Paul Blazer Tri-State	
Associated Branch Pilots, 1102 Maison Blanche Bldg., New Orleans 16, La.	Jennie Wilson- Louisiana Relief Sea Pilot Underwriter	
Atlas Towing Co., 311 Knight Bldg., Charleston, W. Va.	Atlas	
Bacon, Towing Service, Geo., 1310 McKinney Ave., Houston 2, Texas	Capt. George Roland	
Baker & Co., Harry V., 2206 Quinby, Houston, Texas	Bonner B. Johnny Dee	
B & M Towing Co., 4511 Harrisburg Blvd., Houston, Texas	Jack Don Marilyn M.	
Banta, Capt. J. W., 601 Court St., Plaquemine, La.	Anita D.	
Barbour Metal Boat Works, Valley Park, Mo.	Lulu Belle	
Barge Transport Co., 1209 McKinney Ave., Houston, Texas	Helen M. Mary Edna	
Barker Barge Line, Lockport, La.	Gibson Iowa White Castle	
Barrett Line, Inc., The, 1121 Federal Reserve Bank Bldg., Cincinnati 2, Ohio		Patricia Barrett Richard Barrett

Name	Diesel	Steam
Baton Rouge Coal & Towing Co., Baton Rouge, La.	Capt. George Chalmette Tickfaw Walker No. 9 White Water	City of Baton Rouge Louisiana
Baton Rouge Transportation Co., Box 516, Baton Rouge, La.		
Bauer-Smith Dredging Co., Port Lavaca, Texas	Captain Andrew Capt. Frank Capt. Grace E. M. Hartrick Lurline	
Bay Houston Towing Co., Houston, Texas	Laura Haden W. A. Wansley	
Bayside Towing Co., J. A. Pharr, Jr., Berwick, La.	Vicki Lin	
Beardslee and Slaughter, Mobile, Ala.	Native	
Beardslee Launch & Barge Service, Inc., Foot of Francis St., Mobile, Ala.	Josie B.	
Beatty, John L., 3526 Linwood Road, Cincinnati 26, Ohio	Clem Beatty J. L. Beatty Miss B.	
Bedford Nugent Co., Inc., 624 N. W. Riverside Drive, Evansville, Ind.	Graco J. W. Bedford	Sanco
Berard Bros. Auto Supply Co. New Iberia, La.	Louisiana II Louisiana III Teche Queen	
Berwick Marine Service, 3101 19th St., Port Arthur, Texas	Agnes M. Beth El Capitan	
Big Rock Stone & Material Co., Box 28, Little Rock, Ark.	Little Rock Snow Wilson	
Bilhorn, Bowers & Peters, 8003 Forsythe Blvd., Clayton, Mo.	Bonnie Bawn	

Name	Diesel	Steam
Bisso, Capt. W. A., United Fruit Bldg., New Orleans, La.	Billie B. Winthrop	Boswell Ottawa Ruth
Bisso Ferry Co., 171 Walnut St., New Orleans 18, La.	George A. Bisso L. H. Marrero Ollie K. Wilds	A. Baldwin Edwin N. Bisso Leo. B. Bisso Martin Behrman Thomas Pickles
Blanton Sand Co., J. B., Frankfort, Ky.	Sandy	
Blaske Lines, Inc., Capt. H. C. Blaske, Box 323, Alton, Ill.	Floyd H. Blaske Frank L. Blaske H. S. Hennen Hugh C. Blaske Spencer	
Bolz Dredging Co., George C., 805 North Wharf, St. Louis, Mo.	Edith	
Bonner Towing Co., Route 1, Box 495, LaPorte, Texas	Ace	
Boudreaux Estate, L. N., Morgan City, La.	Billie Ann	
Breaux & Sons, A. P., Lockport, La.	Lucia B.	
Brookbank, Ray, Higginsport, Ohio	Donald B.	
Brown Towing Co., Inc., 30 Maytide St., Pittsburgh 27, Pa.	C. S. 1	
Brown Towing Co., R. J., 710 Bebel St., Pittsburgh 10, Pa.	Philo	
Brown & Root, Inc., 4300 Calhoun Road, Houston, Texas	George R.	
Builders Sand & Gravel Co., 104 Western Ave., Davenport, Iowa		Lone Deer Lone Star
Bull, Edwin T., 105 N. Chicago St., Joliet, Ill.	Traveler	

Name	Diesel	Steam
Bull Towing Co., 105 N. Chicago St., Joliet, Ill.	Beauregard Ferdinand	
Buras, George, Algiers, La.	George B.	
Burnside-Donaldsonville Packet Co., 171 Walnut St., New Orleans 18, La.	George Prince	
Burton Co., Inc., W. T., Sulphur, La.	Billy B. Lawton Charles Richard Ethel Burton Evelyn Shaddock George Levingston Jack Lawton Keith McKerrow Leader Leonora Powhatan Startle W. T. Burton	
Bush & Co., W. G., 174 Third Ave., North, Nashville, Tenn.	Harvey	
Bussen, Charles, Ste. Genevieve, Mo.	Ste. Genevieve	
Butcher-Arthur, Inc.	(see Commercial Petroleum & Transport Co., successor.)	
Calion Lumber Co., 3004 Hall Ave., St. Louis 7, Mo.	Bonny R. Virginia	
Calmes Engineering Co., 708 Baronne St., New Orleans, La.	H. A. Gehres	
Canal Barge Company, Inc., 615 Commercial Place, New Orleans 12, La.	Bull Calf Codrington White Gold	
Caney Creek Sand & Gravel Co., Rockwood, Tenn.	John Bowman	
Canton Towing Co., Canton, Mo.	Husky	
Canulette Shipbuilding Co., Slidell, La.	F. N. Canulette	

Name	Diesel	Steam
Cape Girardeau Sand Co., 400 N. Main St., Cape Girardeau, Mo.	P. H. Deimund	
Caravan Towing Co., Harvey, La.	Richard Sentell No. 1	
Cargill, Inc., Cargo Carriers, Inc., 664 Chamber of Commerce Bldg., Minneapolis 15, Minn.	Cartasca Frank Harris	
Carnegie-Illinois Steel Corp., Carnegie Bldg., Pittsburgh, Pa.	C. S. 3 C. I. S. 4 C. I. S. 5 C. I. S. 6	B. F. Fairless Charles R. Cox Clairton Donora Duquesne Edgar Thomson Homestead I. Lamont Hughes J. L. Perry Thomas Moses William Whigham
Carrabine Sand and Gravel Co., Webster Groves 19, Mo.	Panama	
Caruthersville Sand and Gravel Co., Caruthersville, Mo.	Ginny-K New Era	
Cenac Towing Co., 217 Cenac St., Houma, La.	Agnes Clark C. Cenac O. J. Cenac	
Central Barge Co., 310 South Michigan Ave., Chicago 4, Ill.	A. H. Truax A. M. Thompson Calumet Central George Stevens Glen Traer L. P. Runkel Resolute Royce Patton Sylvia T. Wheelock Whitney	Alexander Mackenzie
Central Engineering & Contracting Co., 1103 East Armour, Kansas City 3, Mo.	Jimmy-O Rotortow	

Name	Diesel	Steam
Central States Dredging Co., 80 Bellerive Acres, Normandy, Mo.	Norma H.	
Champagne Towing Co., Box 302, Harvey, La.	Burgundy Henry D.,	
Choctaw Transportation Co., Clarendon, Ark.	Bobbin	Sanford E. Hutson
Chotin & Pharr, Inc., 2226 Lowerline St., New Orleans 18, La.	Harry Dyer Irene Chotin Jos. Chotin Linda Chotin Scott Chotin	
Clarks Super Gas Co., Division of Petco Corp., 8530 W. National Ave., West Allis, Wis.	Emory T.	
Clifton Towing Co., Clifton, Tenn.	Snickers Tennessee No. 3 Willie B.	
Coal City Towing Co., 3611 Grant Bldg., Pittsburgh 19, Pa.	Claude L. Printz Col. Nelson Morris Corsair Nancy Jane	
Colle Towing Co., Pascagoula, Miss.	Bill Colle Gloria Colle Herman Colle Jimmy Colle	
Columbia Sand & Towing Co., Rocheport, Mo.	Doris	
Commercial Barge Lines, Inc., 2010 West Ohio St., Evansville, Ind.	Commercial Clipper Commercial Courier Commercial Dixie Commercial Dispatch Commercial Express Commercial Ohioan Commercial Tennessean	
Commercial Petroleum & Transport Co., (successors to Butcher- Arthur, Inc.) 301 Broadway, Houston 12, Texas	Astral Davy Crockett Evening Star Jupiter Leo Lone Star Mars Mercury	

Name	Diesel	Steam
Commercial Petroleum & Transport Co., (cont.)	Meriwether Lewis	
	Polaris	
	Sam Houston	
	Samuel Clemens	
	Saturn	
	Southern Cross	
	Stephen Foster	
	W. J. Stoner	
Construction Aggregates Corp., 33 North La Salle St., Chicago, Ill.	Don M. Peebles	
	Nancy H.	
Cooper, W. C., Henderson, Ky.		
	Susan	
Corps of Engineers, Army Dept., Madison Ave. and 8th St. West, Huntington, W. Va.	Castle	
	Fort Armstrong	
	Nemacolin	
Corps of Engineers, Army Dept., 601 Davidson Bldg., 10 East 17 St., Kansas City 8, Mo.	Albert Rowse	Bixby Suter
	Charles Folsom	
	Cole	
	Eagle	
	Gasconade	
	Grand	
	Iatan	
	Josiah J. Streeter	
	Kaw	
	Moniteau	
	Nodaway	
	Rockcastle	
	Saline	
	Sergeant Floyd	
	Tabo	
Corps of Engineers, Army Dept., Box 59, Louisville 1, Ky.	Tavern	
	Walter I. Maulding	
	Wolf	
	Davies	
	Del Commune	
	Lucien S. Johnson	
	Oldham	
	Posey	
	Pulaski	
	Scott	
	Surveyor	
	Tug 617	
	Tecumseh	

Name	Diesel	Steam
Corps of Engineers (cont.)	Vanderburg Whitewater	
Corps of Engineers, Army Dept., P. O. Box 97, Memphis 1, Tenn.	Chestnut Coiner Cypress De La Hunt Elm Ewing Hickory Locust Maple Miller Oak Pecan Pine Prewitt Walnut	Arkansas II Attu Corregidor Mississippi Tom Stallings
Corps of Engineers, Army Dept., P. O. Box 1169 Mobile, Ala.	Bastrop E. R. Stuart Fayetteville Heron John H. Warden M. B. Long Roy F. Rudolph	Albany Denison Mixon Montgomery R. C. McCalla
Corps of Engineers, Army Dept., Foot of Prytania St., New Orleans 9, La.	Avondale Breton Concordia Dyer Elsie Grefer Hermitage Moore Muskegon Sale	Gen. John Newton
Corps of Engineers, Army Dept., 1709 Jackson St., Omaha, Neb.	Blair Elkhorn Fourchette Gauley River James John Ordway Kannuck Little Sioux Manawa Monona Moreau Nebraska City Patrick Gass Platte Sergeant Pryor Sni	

Name	Diesel	Steam
Corps of Engineers, Army Dept., Federal Building, Pittsburgh, Pa.	Ohio Falls Tennessee	
Corps of Engineers, Army Dept., Clock Tower Bldg., Rock Island, Ill.	Beebe Blake Bogus Macomb Monmouth	
Corps of Engineers, Army Dept., Room 808, U. S. Court House and Custom House St. Louis 1, Mo.	Elsah Fayville Klondike Little Rock Piasa	
Corps of Engineers, Army Dept., 1217 U. S. Post Office and Custom House, St. Paul 1, Minn.	Bear Coon David G. Bates John Smith Harris Joseph Throckmorton Mozier	
Corps of Engineers, Army Dept., P. O. Box 60, Vicksburg, Miss.	Buckridge Caillouet Fife Hood Lilly Murray Penley Phillips Reed Roche Rodney Wailes Wax Weeks Wood	Charles H. West Mateur Tulagi
Coss, Leroy, Rayland, Ohio	Skipper	
Costanzo Transportation Co., P. O. Box 310, Wheeling, W. Va.	Frank Costanzo	
Coyle Lines Incorporated, Box 6056, Station A, New Orleans 14, La.	A. H. DeBardeleben B. T. DeBardeleben C. F. DeBardeleben Coyle H. F. DeBardeleben H. T. DeBardeleben N. H. DeBardeleben	

Name	Diesel	Steam
Crain Bros. Inc., Foot of Franklin St., Pittsburgh 33, Pa.	Clipper John J. Hoopes June Miss Sterling Pattie T.	Allegheny American
Crane Towing Co., Glenn M., 400 West North Ave., Pittsburgh 12, Pa.	Smoky City	
Crawford, Thurston, River Transit Co., Columbus, Georgia	Suwannee	
Crescent Towing & Salvage Co., 1002 Maritime Bldg., New Orleans, La.	Port Allen Port Hudson	
Crounse Corporation, Paducah, Ky.	Alice	
Crown Central Petroleum Co., P. O. Box 1759, Houston, Texas	Crown Central	
Crucible Steel Co., of America, 812 Oliver Bldg., Pittsburgh, Pa.		W. H. Colvin, Jr. W. P. Snyder, Jr.
Cumberland River Sand Co., 10 Fatherland St., Nashville 6, Tenn.	Courtney H. Dorothy Jerry Marjorie Virginia	
Cunningham & Kiewit, Omaha, Neb.	Helen V. Nebraska R.J.B.	
Dalehite Boat Service, Henry G., Box 513, Galveston, Texas	Josephine Linda Sue Lu Ann	
Dalehite Towing Co., Terry, Box 7, Galveston, Texas	Lee La Ferney	
Dantzler Boat and Barge Co., Pascagoula, Miss.	W. G. Violette	
Davison & Bro., J. K., 42nd and Davison St., Pittsburgh, Pa.		Crescent

Name	Diesel	Steam
de Armas, Eugene, Venice, La.	George M. Anthony	
Delta Towing Co., Greenville, Miss.	Frances K.	
Demopolis Lumber Co., Demopolis, Ala.	James L. Hale	
Deneen River Co., Lacon, Ill.	Stubby	
Detroit Steel Corp., Portsmouth Division, Portsmouth, Ohio		Cop-R-Loy
Dibrell, Louis J., 1006 U. S. National Bank Bldg., Galveston, Texas	Fred W. Catterall	
Dick Towing Co., C. J., 418 Petroleum Bldg., Houston, Texas	Dart Dauntless Dawn Dispatch Dixie	
Dixie Carriers, Inc., 906 Cotton Exchange Bldg., Houston 2, Texas	Dunkirk Claud Hamill Geo. Peterkin Thames Wesley W.	
Dixie Sand & Gravel Corp., Hill and River Sts., Chattanooga, Tenn.	George Kilian	W. H. Klein
Donahue Bros. Towing Co., 834 Charters St., New Orleans, La.	Danny D. Olga D.	
Dravo Corporation, Contracting Division, Neville Island, Pittsburgh 25, Pa.	Dravo 43 Dravo 44 Pioneer Virginia	
Dravo Corporation, Keystone Division, Dravo Building, Fifth and Liberty Ave., Pittsburgh 22, Pa.	Buckeye Freedom Keystone Victory Wm. Pitt	
Dufrene, Horace, Des Allemands, La.	Invincible	

Name	Diesel	Steam
Earl Jones Transportation Co., Dawn Zanesville, Ohio		
Edmundson Towing Co., Whitney Bldg., New Orleans, La.	Ruby-O.	
Edwards Transportation Co., 1009 Jackson St., Houston 3, Texas	Betty H. George Hamman Keith Sterling Mary C.	
Elliott Sartain & Co. Box 122, Osceola, Ark.	Doc Finley Mary Owen Patnell	
Erlbacher, Eddie, Cape Girardeau, Mo.	Shawnee	
Esso Standard Oil Co., Inland Waterways Division, 15 West 51st St., New York 19, N. Y.	Esso Louisiana Esso Tennessee	
Fabick Tugboat Rental Co., 3100 Gravois Ave., St. Louis 18, Mo.	Joe F. Nina F.	
Falcon Marine Service, 1506 Elmwood Ave., Evanston, Ill.	Fortuna J. G. Falcon	
Federal Barge Lines, St. Louis, Mo.		For listing of vessels see Inland Waterways Corp.
Federal Materials Co., Second and Monroe Sts. Paducah, Ky.	Nelseco	
Findlay Towing Co., T. H. Findlay, 2121 Eighth St., Tuscaloosa, Ala.	Black Warrior Mary Sylph	
Fleet Towing Co., 928 East First, North, Carlinville, Ill.	Minnesota Husky	
Florida Towboat Co., Box 1631, Pensacola, Fla.	Florida	

Name	Diesel	Steam
Freeport Sulphur Co., Port Sulphur, La.	A. L. Groteguth, Sr. Barty J. Tyson C. J. Hall D. Gautreaux Denver Delta Dixie F. S. 201 F. S. 202 F. S. 203 Guam Harvey E. Blackshear Herbert O. Hoefle Irven E. Hanson J. Harvey Ross J. Sidney Broussard Midway Scooter Tarawa Tarpon Tinian W. A. Randle William Drachenberg	
G. B. Transporters, Parker Bros., 5303 Navigation Bldg., Houston, Texas	Cindy	
Gaines, E. C., Elizabethtown, Ill.	Hazel G.	
Gentil & Sons, Chas., Hanging Rock, Ohio	Teddy No. 4	
George Construction Co., R. W.,	Papoose	
34 N. Gore, Webster Groves, Mo.		
Gestring Towing Co., St. Louis, Mo.	George G.	
Gillen Co., Edward E., Milwaukee, Wis.	Harbour I	
Gissel & Company, J. S., Cotton Exchange, Houston 2, Texas	Buffalo San Antonio San Benito San Bernard San Diego San Jacinto San Leon	
Glendale Gas Coal Co., Glendale, W. Va.	Union	

Name	Diesel	Steam
Godley, Harry, 2230 Telegraph Road, Davenport, Iowa	Pipe Dream	
Golden Towing Co., Pier 18, Galveston, Texas	Marvin	
Gower, Charles E., 2158 Eighth Ave., Columbus, Ga.		George W. Miller
Greene Line Steamers, Inc., Foot of Main St., Cincinnati 2, Ohio		Chris Greene Delta Queen Gordon C. Greene Tom Greene
Greenville Sand & Gravel Co., Greenville, Miss.		W. W. Fischer
Greenville Towing Co., Box 272, Greenville, Miss.	Ruth Brent Totty F. McCool	
Greenville Transportation Co., 245 S. Walnut St., Greenville, Miss.	Betty Brent	
Griffin, Jackson, Golden Meadow, La.	Capt. Jackson	
Grimm, Clarence A., 2329 Osgood St., Pittsburgh 14, Pa.	Donald T. Wright	
Grimm, E. P. and O. C. Ball, 508 River Ave., Pittsburgh, N.S., Pa.	U-No	
Grizzaffi Motor Co., P. O. Box 268, Morgan City, La.	Jupiter Southern Cross	
Grubb Construction Co., Franklin, La.	Lily Huth Mary Joan	
Guidry and Savoie, Cut Off, La.	Ajax	
Guidroz, Chester, Berwick, La.	Allen	
Gulf Atlantic Transportation Co., Box 4277, Jacksonville 1, Fla.	Beverly M. Claire G. Dottie Dee Gatco-Carolina	

Name	Diesel	Steam
Gulf Atlantic Transportation Co. (cont.)	Gatco-Florida Gatco-Maryland Gatco-Newjersey Gatco-Virginia Regis Rocky	
Gulf Oil Corp., 17 Battery Place, New York, N. Y.	Gulfcomet Gulfzephyr	
Haden Co., W. D., Haden Bldg., Galveston, Texas	Barbara Haden Buddy McDow Captain Haden Douglas Haden Lila Haden	
Hanson Marine Ways, Galveston, Texas	Lewis Normahal	
Harbor Transport Co., 8203 Elm St., Houston 12, Texas	New Lonie	
Hardcastle, Paul, 2369 Ashley St., Beaumont, Texas	Alela	
Hardison & Co., W. T., Foot of Shelby Ave., Nashville, Tenn.	Tom	
Harms Marine Service, Inc., Box 653, Orange, Texas	Anna May C. K. Seaman, Jr. Capt. Chris Harms Conjero E. M. Childers El Toro Ernest Everett Sherrill Golden Eagle J. C. Andries J. J. McCarthy Mascot Robin Hood	
Harms Towing Co., H. W. A., 8417 Gibbons St., Houston, Texas	Arthur B. Harms Gertrude T.	
Harris & Son, Augustus B., 5933 Tchoupitoulas St., New Orleans 15, La.	Augustus P. Harris Vanguard	

Name	Diesel	Steam
Harris Boat Co., 219 Ontario St., S. E., Minneapolis, Minn.	Harry R. Harris Queene Mary	
Harrisburg Machine Co., 406 Erie St., Houston, Texas	John F.	
Hatfield-Campbell Creek Coal Co., Ohio & Kanawha Transportation Co., Union Trust Bldg., Cincinnati 2, Ohio		Ellen Hatfield Iron Duke J. T. Hatfield
Hay Co., John I., 332 South Michigan Ave., Chicago, Ill.	Chicago Bridge Fort Dearborn George T. Horton Horace E. Horton Southland Stark D. Whiteman	
Hennepin Home Supply Co., 227 Colfax, North, Minneapolis, Minn.		Gona
Herbert and Sons, T. L., 174 Third Ave., North, Nashville, Tenn.	Tell City	
Higman Towing Co., Box 410, Orange, Texas	Charles E. Brown Dr. E. W. Brown Edgar Brown, Jr. Edgar Brown III F. Lutchter Brown Johnnie Brown Lutchter Brown Slade Brown	
Hill, Capt. Norman, Harvey, La.	G. F. McCall	
Hill City Towing Co., Mr. John L. McKnight, Vicksburg, Miss.	Sarah Kate	
Hillman Transportation Co., Grant Building, Pittsburgh 19, Pa.	Cap'n Howder Henry L. Hillman	A. B. Sheets J. H. Hillman
Hines Corp., James R., Bowling Green, Ky.	Hines Zephyr John J. Kelly	

	Name	Diesel	Steam
	Hobac Veeneer & Lumber Co., Inc., Caruthersville, Mo.	Gloria Ahern	
	Holloway Co., Baton Rouge, La.	Polly S.	
	Holstrum, E. W., Lake City, Minn.	Donna Mae	
	Holt, Capt. W. E., 2516 Ave. Q-&½ St., Galveston, Texas	Carole Ann	
	Horton & Horton, Box 1778, Houston 1, Texas	Captain Niday Lady Pilot Maye New Brunswick	
	Hough-Cowgur and Co., 320 North Fourth St., St. Louis 2, Mo.	Hough-Cowgur No. 13 Hough-Cowgur No. 41 Leona C. Mary Ann Pelican Philadelphia	
	Hougland Sons, Inc., Box 1040, Paducah, Ky.	Walter G., Camilla H. Frances M. Hougland Susan Hougland Walter G. Hougland Whayne H. Warren Hougland	
	Hulett Transportation Co., Lockport, Ill.	Hulett	
	Humble Oil & Refining Co., Main and Polk Ave., Houston, Texas	Bonny	
	Hyde and Colomb Boat Co., 1212 American Bank Bldg., New Orleans, La.	Pioneer	
	Hyer Towing Co., Inc., Box 110, Pensacola, Fla.	Captain Pete Dixie Juno Krisidia	
	Hysmith, John M., Box 9302, Neville Island Sta., Pittsburgh 25, Pa.	Sewickley	

Name	Diesel	Steam
Igert, Inc., Box 605, Paducah, Ky.	Ace Caroline Hattie R. Jitterbug Joco Little Philip Louis Igert Margaret R. Mary Jane Sallie H. Shamrock Stanley Petter Vixen	
Illinois Central Railway, Helena, Ark.	McBride	
Illinois Farm Supply Co., Kingston Mines, Ill.	Blue Seal Illini Wabash	
Illinois Sand & Gravel Co., Chester, Ill.	Geo. R. Lee	
Indian River Lines, Inc., 222 West 8th St., Wilmington, Del.	Aztec Inca	
Industrial Marine Service, F. M. Graham, Box 1188, Memphis, Tenn.	Ellen G. W. Spore Invader James E. Graham Jas. Taylor Robert R. Gipson	
Ingalls Shipbuilding Corp., 632 Avenue D, Birmingham, Ala.	Betty I.	
Ingram Products Co., Box 1049, Nashville, Tenn.	Alice Ingram E. B. Ingram Nelson M. Broadfoot	
Inland Waterways Corp., Federal Barge Lines, 1200 Boatmen's Bank Bldg., St. Louis 2, Mo.	Franklin D. Roosevelt Harry Truman Helena Huck Finn Kansas City Montgomery Orleans Tom Sawyer	Baton Rouge Cairo Coral Sea Cordova Demopolis Illinois Iowa Kokoda Memphis Minnesota Missouri

Name	Diesel	Steam
Inland Waterways (Continued)		
Intracoastal Towing Co., 502 Caroline St., Houston, Texas	Hermes	Patrick J. Hurley St. Louis Vicksburg Wake Island
Iron City Sand & Gravel Corp., 623 Grant Bldg., Pittsburgh 19, Pa.	Prosperity Rainbow	
Island Creek Fuel and Transportation Co., Box 2187, Robson- Prichard Bldg., Huntington, W. Va.	Black Onyx	D. W. Wisherd J. D. Ayres Renown
Jackson-Hope Towing Co., Inc., Box 1601, Mobile, Ala.	Anita B. Hope Elmore W. H. C. Jackson John Hope	
Jackson, J. G., Angerton, Texas	Fay Uncle Bob	
Jacobson, John, Texas City, Texas	Oriental	
Jahncke Service, Inc., 814 Howard Ave., New Orleans, La.	Atlas Bayou Belle Claribel Lakewyn Port Bonheur Tiger	
Jefferson City Sand Co., 510 West Water St., Jefferson City, Mo.		H. J. Wallau
Jeffersonville Boat & Machine Co., Jeffersonville, Ind.	Republic No. 1	
Joe S. Towing Co., care Helen Uhl, Box 148, Parkersburg, W. Va.	Joe S.	
Johnson, Capt. A. C., Helena, Ark.		A. C. Jaynes
Johnston, Ernest, Shippingport, Pa.	Holland	

Name	Diesel	Steam
Jones Lumber Co., J. M., Natchez, Miss.	G. F. Maitland	J. M. Jones
Jones & Laughlin Steel Corp., Trojan 3rd Ave. and Ross St., Pittsburgh, Pa.		Aliquippa B. F. Jones, Jr. H. E. Lewis Henry A. Laughlin James A. Rankin Sailor Titan Vulcan W. J. Creighton Warren Elsey Wm. Larimer Jones
Kahlke Bros., Kahlke, Fred A., 600 Mill St., Rock Island, Ill.	Anne	Pearl
Kanawha Sand Co., 12th St., Parkersburg, W. Va.	Ruth	
Kansas City Bridge Co., 215 Pershing Road, Kansas City, Mo.	Casey B. Clay S. Hosmer Little Bull Marian Robert M. Hoover	
Keeney, E. S., Box 686, Belle, W. Va.	K. W. Tom	
Keeney Sons, T. G., Box 16, Diamond, W. Va.	Edna Nancy M. Shamrock No. 2	
Kelley's Creek Barge Line, Ward, Kanawha County, W. Va.	Major	
Kelly Sand Co., Burlington, Iowa	Central	
Keokuk Sand Co., Keokuk, Iowa	Blue Wing	
Kerr-McGee Oil Industries, Morgan City, La.	Kermac Senator Kerr	
Kertzman Dredging Co., A., 853 W. Howard St., Winona, Minn.	DDK EMK	

Name	Diesel	Steam
Kilgore, John M., Goose Creek, Texas	Boyd Morris Terrell	
Knoxville Sangravl Material Co., Box 1147, Knoxville, Tenn.	Adaline II George R. Gettys Richard E. Gettys, Jr.	
Koch-Ellis Marine Contractors Inc., 407 Balter Bldg., New Orleans 12, La.	H. G. Koch Harry K. Joe L. Hill P. N. Ellis	
Koch Sand and Gravel Co., Box 666, Evansville, Ind.		Billy Koch
Kosmos Towing Co., 1530 Starks Bldg., Louisville 2, Ky.	Kestrel Kenton Kentucky Kings Landing Knox Kormorant Kosmortar	
Kottmeyer, Henry, Andersons Ferry, Cincinnati, Ohio	Boone No. 7	
Kroll & Co., Cornelius, 702 Mellie Esperson Bldg., Houston, Texas	Norma Webb Percheron Sea Horse Seneca Theo. M. Webb	
Lacoste, A., Morganza, La.	Audrey L.	
La Crosse Dredging Corp., 310 South Michigan Ave., Chicago, Ill.	Sandy	
Lake Charles Towing Co., Box 951, Lake Charles, La.	C. H. Austin Jean S. John L. Scroggins Scorpion	
Lake Tankers Corp., 20 Exchange Place, New York 5, N. Y.	Crescent Cities Gulf Cities Midwest Cities Southern Cities Tri-Cities Twin Cities Western Cities	

Name	Diesel	Steam
Lakeside Equipment Co., Cleveland, Ohio	Duke	
Lea River Lines, Inc., 222 West 8th St., Wilmington, Del.	Bullfrog Jean Marie Marjelea Tadpole	
Leach, Stephen D., Red House, W. Va.	Christopher	
Levingston Shipbuilding Co., Box 411, Orange, Texas	Driller Roughneck Russell Scout	
Levron, Jules, Houma, La.	Whale	
Levy, Charles, Lafitte, La.	Clovelly	
Lipscomb Towing Co., Mack, P. O. Box 655, Mobile 4, Ala.	Captain Mack Red Taylor	
Logsdon Estate, Curtis, Ray Logsdon, Executor, Beardstown, Ill.	Logsdon	
Lone Star Cement Corp., 1120 Hibernia Bank Bldg., New Orleans 12, La.	Charles L. Hogan Incor Lone Star	
Lotz, E. G., 631 Zoe, Houston, Texas	Clydesdale	
Louisiana Land and Exploration Co., 1904 American Bank Bldg., New Orleans 12, La.	Cap'n Bob Carolyn II John Law Loup-Garou Madame Toussaint	
Louisiana, State of, Department of Conservation, Baton Rouge, La.	Black Mallard Heron	
Louisiana, State of, Department of Public Works, Baton Rouge, La.	Ruth	
Louisiana, State of, Dept. of Wild Life and Fisheries, 126 Civil Courts Bldg., New Orleans 16, La.	Ferol Pelican Tarpon	

Name	Diesel	Steam
Louisiana Towing & Dredging Co., Lake Charles, La.	Betty M.	
Louisville Sand & Gravel Co., 1411 High St., Louisville, Ky.	Steve Click	
Lucas, John, Clairton, Pa.	Tennessee	
Lucas Towing Co., Stout, Ohio		E. D. Kenna
Luhr Bros. Construction Co., Columbia, Ill.	Sheryl L. Vickie Ann	
Lutz, Albert, Houston, Texas	Leda B.	
McBride Towing Co., John D. McBride, Slidell, La.	Bessemer Jo Ann McBride	
McClain Sand Co., Point Marion, Pa.	Che-Mon Coal City J. C. McClain	
McCrary-Rodgers Co., 304 Ross St., Pittsburgh 19, Pa.	W. F. McCrary	Mac-Rod
McGhee Lumber Co., Natchez, Miss.	D. L. Gilland	
McKay Bros., Carrollton, Ky.	Indiana Ohio	
McKee Button, Co., Muscatine, Iowa	Dorothy T. J. S. McKee	
McKenzie, Fred R., 405 Bondi Bldg., Galesburg, Ill.	Ann	Iowa
McWilliams Dredging Co., Box 584, New Orleans 7, La.	Connie Daisy Crown Hercules L. J. Williams Oxduzer Pandora Shepco No. 5 Southern Goslyn Southern Ninerva Southern Queen Waterbug Zenith	

Name	Diesel	Steam
Magnolia Petroleum Co., Capt. E. O. Heinrich, Marine Supt., Beaumont, Texas	Jefferson Magnolia	E. E. Plumly
Magnolia Petroleum Co., Production Dept., Dallas, Texas	D. A. Little F. V. Faulkner	
Maher, Russell, Riverside, Ill.	Lucinda Clark	
Majestic-El Rito Freight Service, Inc., Press St. Wharf, New Orleans 17, La.	El Rito New Majestic	
Marietta Manufacturing Co., Pt. Pleasant, West Va.	Em-Em-Ce	
Marine Contracting Co., New Orleans, La.	Hulda	
Marine Transit Co., care Charles C. West, 131 East Wacker Drive, Chicago, Ill.	A. L. Nash Edw. W. Renwick	
Marine Transportation Co., C. E. Davis, Dyersburg, Tenn.	Kay D.	
Maritime Towing Co., O. T. Melvin, Jr., Box 112, Lockport, La.	Elsie II	
Marquette Cement Manufacturing Co., 20 N. Wacker Drive, Chicago 6, Ill.	John Luchow Little Dick Nicholas Duncan Richard Moyle	
Martin Oil Service, Inc., 520 N. Michigan Ave., Chicago, Ill.	L. L. Wright Marco	
Massman Construction Co., 20 West Ninth St., Kansas City 6, Mo.	Arcadia Billy Buck Billy Hooten Bobby E. Frakes East Wind George Peterson John Thomas Katherine Lew Simms Margie Needa	

	Name	Diesel	Steam
	Massman-Peterman Co., 308 North Sixth St., St. Louis, Mo.	H. T. Pott	
	Matagorda Shell Co. Inc., Matagorda, Texas	Lillian	
	Material Service Corp., 33 North La Salle St., Chicago 2, Ill.	Gladys M. Gravel Gertie Masco I Masco II Stony	
	Maxon Construction Co., 131 N. Ludlow St., Dayton, Ohio	Glen, Jr.	
	Mead Corp., Chillicothe, Ohio	Criterion	
	Mechling Barge Lines, Inc., A. L., 25 North Ottawa St., Joliet, Ill.	Donna Lee J. B. Simpson Mary Ellen Patsy H. Sally Ann Willie Mayo	
	Menke, J. W., River Front, St. Louis, Mo.		Wenonah
	Mid-Continent Barge Line Co., 809 International Bldg., St. Louis 1, Mo.	Anna S. Cooper Mid-Continent Ace Sturgeon Bay Queen Sydney	
	Miller, E. S., 605 Bauve Ave., Plaquemine, La.	Louis H. Piper	
	Miller & Company, Selma, Ala.	Big Bee	
	Mississippi Lime Co., Alton, Ill.		Mississippi
	Mississippi River Sand & Gravel Co., Main St. and River Front, Caruthersville, Mo.	Skipper	
	Mississippi Valley Barge Line Co., Room 900, 1019 Olive St., St. Louis, Mo.	Albert E. Heekin Ernest T. Weir Frank C. Rand Indiana L. Wade Childress Louisiana New Orleans	Mark Twain Ohio Tennessee

Name	Diesel	Steam
Missouri Barge Line Co., 231 North Main St., Cape Girardeau, Mo.	Cherokee Mishawaka Robin	
Missouri-Illinois Materials Co., George C. Bolz, Foot of Tyler St., St. Louis, Mo.	Alpha Gilmore	
Missouri-Illinois Railroad Co., Missouri-Pacific Bldg., St. Louis 3, Mo.		Ste. Genevieve
Missouri River Sand and Gravel Co., Boonville, Mo.	Ed Breckenridge	
Missouri Valley Constructors, Inc., Leavenworth, Kansas	I. T.	
Mobile River Sawmill Co., Mt. Vernon, Ala.	David	
Mobley Construction Co., Dardenelle, Ark.	Lydia M. Richard M. Wapema	
Modern Sand & Gravel Co., Stiers Bros., 2944 Magazine St., St. Louis, Mo.	Helen Stiers Norka	
Moline Consumers Co., 314 15th St., Moline, Ill.	Vance	James P. Pearson
Molo Sand & Gravel Co., Capt. William S. Molo, 135 West Fifth St., Dubuque, Iowa		Aquila Harriet
Monongahela & Ohio Dredging Co., 2241 Oliver Bldg., Pittsburgh, Pa.	Claire Diesel Winnie Mae	
Muskingum River Gravel Co., Madison St., Zanesville, Ohio	Gravel King Marguerite	
Napoleon Ave. Ferry Co., United Fruit Bldg., New Orleans 12, La.		H. O. Penick

Name	Diesel	Steam
Nashville, Chattanooga & St. Louis Railway Co., Chattanooga, Tenn.	Guntersville	
Natchez & Louisiana Ry. Transfer Co., Missouri-Pacific Bldg., St. Louis 3, Mo.		James Y. Lockwood
Natchez Veener & Lumber Co., Box 390, Natchez, Miss.	Bettye	
Nelson Bros., Mobile, Ala.	River Cities Robert P. Doherty	
New Martinsville Ferry Co., New Martinsville, W. Va.	Billy Potts, Jr. Judy Ann	
New Orleans Coal & Bisso Towboat Co., United Fruit Bldg., New Orleans 12, La.	J. A. Bisso Leo	Barranca Captain Bud Captain Joe Independent Robert W. Wilmot Tyler
New Orleans, Port of, Board of Commissioners, No. 2 Canal St., New Orleans 6, La.	Good Neighbor	Deluge
New York Central Ry. Co., Cairo, Ill.	Jean	
Norman Co., Inc., M. E., Morgan City, La.		M. E. Norman
Norman Bros., Inc., Box 308, Alton, Ill.	Alton Stephen C. Foster	
Nugent Sand Co., Clay St. and River Road, Louisville 2, Ky.	Tom Nugent, Jr.	R. J. Nugent
Ohio & Kanawha Transportation Co., Hatfield-Campbell Creek Coal Co., Union Trust Bldg., Cincinnati 2, Ohio	(see Hatfield-Campbell Creek for vessel listing)	
Ohio Barge Line, Inc., 2601 Grant Bldg., Pittsburgh 19, Pa.		City of Pittsburgh Monongahela Orleanian Pittsburgher

Name	Diesel	Steam
Ohio River Company, The, Atlas Bank Building, Cincinnati 2, Ohio	Betty M. Charles R. Stevenson F. B. Payne Henry S. Sturgis Robert W. Lea W. W. Marting	Charles Dorrance John J. Rowe Omar
Ohio River Dredging Co., Box 526, Huntington, W. Va.	Tcx Pete	
Ohio River Sand Co., 129 River Road, Louisville, Ky.	J. H. Duffy Little Ham	
Ohio River Sand & Gravel Cpn., New Martinsville, W. Va.	Bob S. Dorothy Keystone Robert T.	
Ohio Valley Sand Co., New Martinsville, W. Va.	Paragon	
Oil City Sand & Gravel Co., Oil City, Pa.	N. P. Wheeler	
Oil Transport Co., Inc., 338 Baronne St., New Orleans 12, La.	Bayou Boeuf Bayou Lafourche Bayou Orleans Bayou Teche	
Oliver King Sand & Lime Co., Box 606, Knoxville, Tenn.	John H. Agee Oliver King No. 7 Oliver King No. 8	
Omaha Dredge & Dock Co., 808 Douglas St., Omaha 8, Neb.	Ar-Sar-Ben Jackie Kunkpapa Minneconjou Sohio Mt. Vernon	
O'Neill, Capt. Kline, Augusta, Ky.	O'Neill	
Oulliber Bros. Towing Co., Drawer O, Slidell, La.	Nig	
Owensboro River Sand & Gravel Co., 701 East Second St., Owensboro, Ky.	Pat Yager	
Oyster Shell Products Co., Morgan City, La.	Pup	

Name	Diesel	Steam
Pan American Refining Co., Texas City, Texas	Pan One Pan Six Pan Seven	
Paraland Oil Co., Bettendorf, Iowa	Laguna	
Parker Bros. & Co., 5303 Navigation Blvd., Houston, Texas	Alibi II Allan W. Annie O. Billy C. Edna May Gertrude Iliff Lavinia Mable Ohio	
Parker Towing Co., Tuscaloosa, Ala.	R. G. Parker	
Parsons Coal Co., East Liverpool, Ohio.	Williemayo	
Patton-Tully Transportation Co., Memphis 10, Tenn.	Charles Norvell Dan Quinn Frank Phipps John Morris Kanawha Porterfield	
Pellegrin, Mrs. Milka, Houma, La.	Defense La Salle	
Pfaff & Smith Builders-Supply Co., Spring and Bullitt Sts., Charleston, W. Va.	Sally Reed	Joe Cook
Picton & Co., D. M., 603 Adams Buildings, Port Arthur, Texas	E. M. Black Picto Stella II	Bertha II North American
Pine Bluff Sand & Gravel Co., Pine Bluff, Ark.	Antelope Capt. Sykes Harvey Harvey McGeorge Hunter Margaret Mission Southern Spray Wallace McGeorge	
Pioneer Sand & Gravel Co., St. Joseph, Mo.	Pioneer	

Name	Diesel	Steam
Pittsburgh Consolidation Coal Co., River Transportation Dept., Elizabeth, Pa.	Little Alex	Champion Coal Mongah Pittsburgh Coal
Plaquemine Parish Police Jury, Pointe-a-la-Hache, La.	Pointe-a-la-Hache	
Platte Fisheries, E. J., Vicksburg, Miss.	Cora L. Elizabeth II	
Poplar Ridge Coal Co., 315 N. 12th Boulevard, St. Louis 1, Mo.	Margaret Richardson	
Port Arthur Towing Co., 500 Fifth Ave., Port Arthur, Texas	Audrey F. Nueces Superman	
Port Houston Iron Works, Box 2065, Houston, Texas	Francis G.	
Portsmouth Sand & Gravel Co., Portsmouth, Ohio	Jane Arden	
Poten, Inc., St. Louis, Mo.	Joan Maher	
Potts, D. J., New Martinsville, W. Va.	Little Joe	
Powell, Howard, Guntersville, Ala.	Gladys	
Powers-Thompson Construction Co., 27 South Chicago St., Joliet, Ill.	Baron	
Powhatan Mining Co., Powhatan, Ohio	Chief Powhatan Helen B.	
Producers Pipe Line Co., Box 2039, Louisville, Ky.	Producers Vos-K	
Pure Oil Co., The, Marine Division, 35 East Wacker Drive, Chicago, Ill.	Anker L. Christy Charles W. Snider Dan E. Sullivan R. H. McElroy	
Quincy Sand Co., Front and Broadway Quincy, Ill.	Henry J. II	

Name	Diesel	Steam
Raike, John M., Kanauga, Ohio	Edward Boggs	
Raike, Ralph, Henderson, W. Va.	Ernestine Lelia	
R. & W. Towing Co., 222 West Eighth St., Wilmington 22, Del.	Bill Wolter	
Red River Barge Line Plaquemine, La.	Doris D. Dorris Dean Margaret	
Reliable Launch Service, J. W. Keith, 504 S. Conception St., Mobile, Ala.	M. F. Treadwell	
Reliable Towing Co., 714 Bebel St., Pittsburgh 10, Pa.	Berryott C. A. Grimm	
Reynolds, Joe, Jr., 1326 National Bank of Commerce Bldg., New Orleans 12, La.	Sea Horse	
Reynolds, T. J., Pt. Pleasant, W. Va.	Attaboy	
River Company, Inc., 615 Commercial Place, New Orleans, La.	Cherrystone	
River Towboats, Inc., Box 209, Pascagoula, Miss.	Bernard B. Walker F. B. Walker	
River Transportation Co., Charles N. Drake, 805 North Levee, St. Louis, Mo.	Old Bill	
Robbins Stevedoring Co., Inc., J. H. Cenac Box 386, Porth Arthur, Texas		
Robers Construction Co., Box 350, Burlington, Wis.	Alfred B. Ferd. J., Charles E.	
Roberts Towing Co., Paducah, Ky.	Fred W. Olcott Hardy L. Roberts	

Name	Diesel	Steam
Robertson Line, Soddy, Tenn.	Aries	
Roehrig, Robert, 1711 Landreth Bldg., St. Louis 2, Mo.	Lake Queen	
Rogers, Ruben, Ferriday, La.		Robert H. Romunder
Ruprecht Building Materials Co., 8011 South Broadway, St. Louis, Mo.	E. C. Ruprecht Wm. Ruprecht	
Sabine Towing Co., Box 1500, Port Arthur, Texas	Ensign Hercules Titan Trojan Vulcan	
Sabine Transportation Co., Inc., Box 1500, Port Arthur, Texas	Admiral Ajax Atlas Boaz Cadet Coliath Samson	
St. Louis Material & Supply Co., 7903 Forsythe Blvd., St. Louis 5, Mo.	Pacific	
Salt Dome Oil Corporation, The, Mellie Esperson Bldg., Houston 2, Texas	Fafnir Seabreeze	
Sanford Service Co., DeFuniak Springs, Fla.	Fred L. Sanco	
Sangravl Co., Inc., 174 Third Ave., North, Nashville, Tenn.	Blanche Joe Belk Missy	
Schwabe, O. J., 2009 Brun St., Houston, Texas	Agnes H. Alice H. Katherine H. Majestic	
Schwing Towing Co., Inc., Box 323, Plaquemine, La.	Jeb	

Name	Diesel	Steam
Seabright, H. L., Wheeling, W. Va.	Billy Peters Stormy	
Semet-Solvay Division, Allied Chemical & Dye Corporation, Ashland, Ky.	Especo Semet Solvay	
Serodino, V. P., Cincinnati, Ohio	Pachoud	
Shawneetown Ferry Co., Shawneetown, Ill.	Guy L.	
Shearer & Sons, O. F., Box 11, Winchester, Ky.	Duncan Bruce Geo. T. Price Juanita Shirley Walter P. Dolle	O. F. Shearer Sam Craig
Shepard, I. L., Dyersburg, Tenn.	Shepard	
Sherman & Sons, Panama City, Fla.		Chickasaw
Simkins, L. H., 987 Broad St., Augusta, Ga.		Robert E. Lee
Simms Bros. Towing Co., P. O. Box 1421, Mobile, Ala.	Donald S. Three Bros.	
Simpson Towing Co., Charleston, Mo.	Chilli Simpson Gladys Simpson Harry Simpson, Jr. Johnny Walker Mattie P. Simpson	
Simunic, Michael, South Chicago, Ill.	Mustang	
Slepski, Alex J., Foot of Madison Ave., Pittsburgh, N.S., Pa.	New Lotus Sandow	
Slider, E. T., Inc., New Ablany, Ind.		C. C. Slider
Smith, Capt. Edward, Foot of Sixth St. Bridge, NS, Pittsburgh, Pa.	Jane Rhea Jos. Smith L. M. Smith Steel City	

Name	Diesel	Steam
Smith, Mrs. L. S. A., 3461 Piping Rock Lane, Houston, Texas	John Arthur	
Smith & Co., Charles C., 905 M & M Bldg., Houston 2, Texas	Carmichael Charles C. Smith Gladys Smith Jane Smith Lin Smith	
Socony-Vacuum Oil Co., 26 Broadway, New York, N. Y.	Kansas City Socony St. Louis Socony St. Paul Socony	
Sohio Petroleum Co., Transportation Dept., 407 North Eighth St., St. Louis 1, Mo.	Elisha Woods National Pep Sohio Cleveland	
Southern Illinois Sand Co., Inc., Chester, Ill.	Geo. R. Lee Sisco	
Southern Kraft Division of International Paper Co., Mobile 9, Ala.	Southern Kraft Southern Kraft No. 2 Southern Kraft No. 3 Southern Kraft No. 4 Southern Kraft No. 5 Southern Kraft No. 6	
Southern States Barge Line, Inc., 210 Shell Bldg., St. Louis 3, Mo.	Celeste	
Standard Oil Co., of Indiana, 910 South Michigan Ave., Chicago, Ill.	Stanolind A.	
Standard Oil Co. (Ohio), Cleveland, Ohio	Sohio State	
Standard Sand & Gravel Co., 34th and Market Sts., Wheeling, W. Va.	Dixie Susie	
Star Towing Co., 3030 Robert St., New Orleans, La.	Bob Francis	
Steamer Avalon, Inc., 704 Reakirt Bldg., 128 E. 6th St., Cincinnati 2, Ohio		Avalon

Name	Diesel	Steam
Steamer Service Co., Foot of Washington St., St. Louis, Mo.	Turnbull	Susie Hazard
Sternberg Dredging Co., 1706 Acade Bldg., St. Louis, Mo.	Cherokee	
Stevens & Co., Box 28, New Orleans 22, La.	Alon Cormorant Dubby Ginger Jack Jay Gee Maydee	
Stewart Sand & Material Co., 304 City Bank Bldg., Kansas City, Mo.	John Prince John W. Prince	
Stone, Capt. Charles C., Pt. Pleasant, West Va.	Alan R. Merrill Alec Parnie George III	
Streckfus Steamers, Foot of Washington Ave., St. Louis, Mo.		Admiral President
Streett Towing Co., 4055 Park Ave., St. Louis 10, Mo.	Alton Zephyr Cape Zephyr Havana Zephyr Mokita St. Louis Zephyr	
Suiter Material & Transport Co., 710 East Second St., Manchester, Ohio	Sue	
Superior Oil Co., 400 Oil & Gas Bldg., Houston 2, Texas	Supco VII	
Swansey, Brice K., R.F.D. 1, Box 731, Houston, Texas	Ahepa	
Taylor Bros. & Shepard Bros., Caruthersville, Mo.	Sheplor	
Taylor, J. E., Caruthersville, Mo.	Taylor	
Tennessee Valley Sand & Gravel Co., Sheffield, Ala.	Otter	

Name	Diesel	Steam
Terrebonne Towing Co., R. J. Terrebonne, Morgan City, La.	Elsbeth Vivian	
Texas Company, The, Box 252, New Orleans 9, La.	Donnie S. Nancy Lee Uncle Dave W.J.D. Wootsie	
Texas Highway Dept., Box 1286, Houston 1, Texas	Cone Johnson R. S. Sterling	
Texas Towing Co., 506 Cotton Exchange Bldg., Houston 2, Texas	Evelyn-E Jeannette-E Robin-E	
Tex-Mex Towing Co., 701 Polk, Houston 2, Texas	Matamoros Wizard	
Thomas, Albert G., Des Allemands Shell Co., New Orleans, La.	A. G. Thomas Mississippi Tomcat	
Thompson, C. A., Biloxi, Miss.	Rettig	
Tinsley, C. E., Tobinsport, Ind.	Sioux City	
Tiptonville Ferry Inc., Tiptonville, Tenn.	Elinor D. John F. III	
Todd Shipyard Corp., Galveston Division, Box 656, Galveston, Texas	Todco	
Todd-Johnson Dry Docks Inc., Betty Pharr Box 239, New Orleans 3, La.		
Triangle Towing Co., Blue Run Road, Maysville, Ky.	Chickasaw	
Tri-State Materials Corp., McCorkle Ave., Charleston, W. Va.	A. V. Criss Virginia	
Traux-Traer Coal Co., Ceredo, West Va.	Flying Saucer	
Tuel, Everett C., Fly, Ohio	O'Tuely	

	Name	Diesel	Steam
	Twin City Barge and Towing Co., Mississippi River and Airport, St. Paul 1, Minn.	Eleanor Tuffy Sandy K. Sonora Viola	
	Union Barge Line Corporation, Dravo Building, Fifth and Liberty Ave., Pittsburgh 22, Pa.	Cornell Dravo 42 Lehigh Neville Peace Pennsylvania Reliance Wm. Penn	C. W. Talbot Jason
	Union Sand and Gravel Co., Huntington, W. Va.		Samuel L. May
	United Construction Co., 128½ East Third St., Winona, Minn.	George Richwood	
	U. S. Coast Guard, Box 282, New Orleans 9, La.	Bluebonnet Clematis Hudson Jasmine Myrtle Primrose Rambler Shadbush White Alder	
	U. S. Coast Guard, Old Custom House, 8th and Olive Sts., St. Louis, Mo.	CG-65303-D CG-65304-D CG-65306-D Dogwood Fern Forsythia Foxglove Goldenrod Lantana Oleander Poplar Sumac Sycamore White Pine	
	United States Gypsum Co., 300 West Adams St., Chicago, Ill.	Weatherwood	
	Upper Mississippi Towing Corp., 227 Colfax Ave. North, Minneapolis 5, Minn.	Alexander	

Name	Diesel	Steam
Valentine and Todd, 14 River Road, Box 352, Blawnox, Pa.	Sara Winifred	
Valentine, Frank G., 14 River Road, Blawnox, Pa.	B. D. Raike L. G. Beaver	
Varble Towing Co., Alton, Ill.	Una	
Vest Towing Co., St. Paul, Minn.	John D.	
Victory Towing Co., Capt. J. A. Bisso, 171 Walnut St., New Orleans 18, La.	Napoleon	Edwin Luckenbach Engineer Samson
Vidos Towing Co., Morgan City, La.	Atchafalaya Lion	
Virginia Bridge Co., Box 8, West Lake, La.	Payson	
Vollmar Bros., Construction Co., Foot of Victor St., St. Louis, Mo.	Linda Jane Michael W. Daly	
Voyageur Towing Co., 2288 University Ave., St. Paul, Minn.	Voyageur	
Wade Towing Co., 5814 Harvey Wilson Drive, Houston, Texas	Mercury Mohawk	
Waguespack, Francis, Lutcher, La.	Hiway	
Walker Shipyard, Arnold V., Box 352, Pascagoula, Miss.	Arnold V. Walker Bruce Walker	
Ward & Son, Inc., A. P., Box 2156, Pensacola, Fla.	David	Orion
Warner and Tamble, Foot of Union St., Memphis, Tenn.	Bill Tamble Ewd. B. Warner Frank H. Tamble Mary Elizabeth William T. Warner	Ralph E. Vennum Warner

Name	Diesel	Steam
Warrior & Gulf Navigation Co., Chickasaw, Ala.	Alabama Cherokee Chickasaw Choctaw Corten Expediter Papoose Seminole Warrior	
Waterway Materials Corp., 228 N. La Salle St., Chicago, Ill.	Joan Patricia	
Way, Capt. Frederick Jr., 121 River Ave., Sewickley, Pa.	Lady Grace II	
Weisinger, Brown & McCollum, Box 96, Houston, Texas	Clarence H. Brown	
Weymouth Construction Co., Box 319, Memphis, Tenn.		Jupiter
Wheeling Steel Corp., 1134 Market St., Wheeling, W. Va.	Ductillite La Belle Principio	
White, Edmund Morgan City, La.	E. W.	
White & Co., Harry F., Diamond, W. Va.	Wild Goose	
Whiteman, George W., Box 269, Gretna, La.	H. C. Whiteman M. D. Whiteman Protector	Bob Denniston D. R. Weller El Listo George W. Whiteman Gypsum Prince H. C. Cadmus J. W. Terry Morganza
Wilkins Barge Line, R. E. Wilkins, 6212 Harrisburg Blvd., Houston, Texas	Hazel-W	
Williams, Chas. R., Matagorda, Texas	Thelma	

Name	Diesel	Steam
Wolf River Transportation Co., Inquirer 154 East Calhoun St., Memphis, Tenn.		
Wolf & Co., Inc., Russell, Box 266, Harvey, La.	Charles Z. Crain Wolf II Wolf III Wolf IV Wolf V	
Woods Lumber Co., Box 1071 Memphis, Tenn.	Mary Woods No. 2	
Wright, N. G., Plaquemine, La.	Bertha Ed Koeln	
Yazoo & Mississippi Valley Ry. Co., Helena, Ark.	2nd Chance	Pelican
Young Co., Inc., John, 440 First National Bank Bldg., Houston, Texas	Corrine Nellie	
Yourtee-Roberts Sand Co., Chester, Ill.		Ruth
Zigler Co., G. B., Jennings, La.	Danny G. Fred B. Zigler George B. Zigler Gertrude Leta	
Zubik Towing Co., Zubik & Sons, Inc., Chas., River Ave. and Anderson St., NS Pittsburgh, Pa.	Benwood Billy D. Charles Z. Jr. Donald Zubik Harry Z. Helen Z. J. M. Leithead James Zubik Jenny Z. Mobile Pittsburgh	

FORMER NAMES

The first name presented in the following list is a former name of a vessel now in existence. The second name is the present one.

A-1, W. P. Snyder, Jr.	Cariola, Claude L. Printz
A-2, W. H. Colvin, Jr.	Catherine D., Graco
A. Whiteman, N. H. DeBardeleben	Cementus, M. D. Whiteman
A. D. Canulette, Ethel McDermott	Charlotte, Chief Powhatan
A. J. Cenac, Jack	Charles J. Miller, Robert E. Lee
A. O. Ackard, Homestead	Charles T. Campbell, John J. Rowe
Admiral, Louisiana IV	Charles Zubik, Mac-Rod
Alamo, Lucia B.	Chenoka, Duke
Alaska, J. A. Bisso	Chicot, Alec Parnie
Albatross, Admiral	Cincinnati, President
Albert G. Thomas, Frank H. Tamble	City of Monroe, Claude L. Printz
Alfred W. Booth, Morganza	City of Pittsburgh, D. R. Weller
Alice M. Tyler, Richard Moyle	Clairton, J. M. Leithead
Alicia, J. M. Leithead	Claremont, Bill Colle
Allegheny, J. L. Perry	Col. John Decamp Ball,
Alma D., Matamoros	H. C. Whiteman
Alyce Mae, Mid-Continent Ace	Col. N. L. Howard, Dispatch
American, Lila Haden	Commercial Dixie,
Atlas, J. J. McCarthy	Commercial Tennessean
Barbara C. Harris, George B.	Commodore, Southern Cities
Bataan, Orleanian	Confidence, Nig
Beder Wood, John J. Kelly	Corona, N. H. DeBardeleben
Belfont, L. M. Smith	Corpus, Matamoros
Beltrami, Francis G.	DPC-11, Saturn
Bernice, Sally Reed	DPC-38, Zenith
Betsara, Donald Zubik	DPC-39, Percheron
Betty, Jos. Smith	DPC-77, Claud Hamill
Betty Gardner, A. V. Criss	DPC-78, Geo. Peterkin
Bob Gresham, Jenny Z.	DPC-85, Mercury
Bobby Williams, F. N. Canulette	Delmar R. Travis, Atco
Bolivar, Bayou Orleans	Destrehan, Charles R. Hook
Bou Arada, Pittsburgher	Dorothy Barrett, American
Boy, Bessemer	Dorothy H., Warren Hougland
Bull Dog, D. L. Gilland	Dorothy McBride, D. W. Wisherd
Burnett, Union	Dravo 41, Sara
C. Brusso, Lone Deer	Dwight F. Davis, Chickasaw
C. A. Irvin, Grace	Echo, George W. Whiteman
C. C. Clarke, N. H. DeBardeleben	Echo, Southern Kraft
C. C. Clifton, Maydee	Edgar C. Johnston, Sohio State
C. C. Webber, Ellen Hatfield	Edw. Smith, A. B. Sheets
C. J. Bos, I. J. Lyons	Eleanor McMain, Edwin P. Crozat
C. W. Howell, J. M. Jones	Elinor, W. W. Fischer
Cajun, Fife	Elizabeth Hyde, Ed Koeln
Cape Girardeau, Gordon C. Greene	Elsie, Bayou Lafourche
Capt. Chas. D. Harris, Harry Z.	Empire, Titan
Capt. Eric Bergland, Sarah	Engineers, Engineer

Envoy, J. G. Falcon
Eocene II, J. Sidney Broussard

F. H. Hilliard, Hugh C. Blaske
Fairplay, Allegheny
Ferdinando Gorges, Pioneer
Fiddlesticks, Pelican
Fixity, Commercial Dixie
Flavia, Charles Z. Jr.
Fox, Jean S.
Fred W. Olcott, Cape Zephyr
Fred W. Olcott, Steve Click
Frog, Corsair

General, Robert E. Lee
General Ashburn, J. T. Hatfield
General Gillespie, Morganza
Gen. John Coffee, American
Geo. E. Roper, Geo. Peterkin
Georgia, Mixson
Gillette, Wild Goose
Gladys M., Stony
Gouverneur, Gravel Certe
Gravel Boy, Holland
Grover Stokes, Jolly Roger
Guam, H. E. Lewis
Gulf Coast, Mable

H. Ewig, Dispatch
H. Hanson, San Diego
H. A. Barnard, James P. Pearson
H. D. Williams, I. Lamont Hughes
H. P. Treadway, George III
H. W. B., Lone Deer
Haloa, Sohio Mt. Vernon
Hardy, L. Roberts, Hattie R.
Harry B., Joe McDermott
Harry L. Block, Ralph E. Venum
Helen H., Courtney H.
Helen H. Upham, Dispatch
Henry A. Laughlin, Allegheny
Henry A. Roemer, J. M. Leithead
Henry C. Haarstick,
C. F. DeBardeleben
Herbert Hoover, New Orleans
Homestead, W. H. Colvin, Jr.
Hugh C. Blaske, Kestrel

Ida Patton, Napoleon
Idlewild, Avalon
Incessant, Commercial Ohioan
Ion, Duke
Ionian, Bob Denniston
Isthmian, Thomas Moses

Itasca, Charles Norvell
Ivan Harris, Hines Zephyr

J. A. Cresap, Skipper
J. B. Battle, J. L. Beatty
J. D. Harper, G. F. Maitland
J. H. Coppedge, Gatco-Newjersey
J. J. Hennen, Producers
J. L. Perry, W. P. Snyder, Jr.
J. T. Sheridan, Claire G.
Jack, Madame Toussaint
Jack Ruff, Thames
Jackie, Madame Toussaint
James E. Lose, Charles R. Cox
James H., Vos-K
Jerome D. Beeler, Alec Parnie
Jerry Beeler, Atco
Jim Brown, Claud Hamill
John C. Irwin, Clipper
John Colle, Jr., Southern Kraft No. 6
John H. Colle, Bayou Belle
John J. Howlett, Bill Colle
John L. Howder, Allegheny
John Scully, George W. Whiteman
John W. Hubbard, Charles Dorrance
John W. Weeks, Weber W. Sebald
Josephine Tully, Harry K.
Josie, Margaret

Kankakee, Richard Barrett
Kanawha, J. M. Leithead
Keeneland, George Stevens
Kennett Dillman, Tom Nugent, Jr.
Kenwood, Camilla H.
Kenton, Shamrock
Kings Point, Gatco-Maryland
Kiska, W. J. Creighton
Kuttawa, Mustang

LCT - 114, Dyer
LCT - 120, Sea Horse
LCT - 711, F. S. 201
LCT - 1014, F. S. 202
LCT - 1216, F. S. 203
LSM - 220, Commercial Dispatch
LSM - 221, Commercial Courier
LSM - 375, Advance
La Belle, A. B. Sheets
Laura H., Resolute
Lee Kimball, Jr., Bessemer
Lena B., Mary R.
Leo, Slade Brown
Lieut. Augustin, Helen Z.

Lt. Col. Hermann C. Schumm,
Captain Mack
Lieut. Lewis, Walter P. Dolle
Little Clyde, Wenonah
Locke Tarlton, Alton Zephyr
Locust Point, Gato-Virginia
Loretta Howard, D. W. Wisherd
Louisia, Gulf Cities
Lucius Jr., Jay Gee
Lucy D., Jo Anne McBride
Lulie R., M. F. Treadwell

M. Moran, Tickfaw
 M. A. Canulette, Bayou Belle
 Major H. C. C. Zimmerman, Breton
 Major Hugh F. Ewing, Ewing
 Manitowoc, Engineer
 Marianna Merrill, Virginia
 Marietta, Miss Sterling
 Marion Travis, Clydesdale
 Margaret J., Dan E. Sullivan
 Martha, Susie
 Maud Wilmot, Bayou Boeuf
 Mary Alice, Steel City
 Mary K., Shirley
 Mary Wittich, M. D. Whiteman
 McCracken, Oldham
 Midway Islands, H. A. Bayless
 Milne Bay, Allen B. Wood
 Minneapolis Husky,

Minneapolis, Minn.,
 Republic-Pittsburgh
 Minnie S., Theo. M. Webb
 Monroia, L. P. Runkel

N and W 2, Boswell
Nashville B., Chickasaw
New York Central No. 1,
Bob Denniston
New York Central No. 3,
N. H. DeBardeleben
North Star, Masco II

Oligocene, William Drachenberg
Onward, Robert W. Lea
Ossining, Mary Elizabeth
Owassa, C.I.S. 5

Paducah, Indiana
Paleocene, C. J. Hall
Pan, Pan One
Pan Three, San Jacinto
Pan Four, San Bernard
Pan Five, San Antonio
Park Bluff, Harriet

Patricia Chotin, Suwannee
Patrick, Dunkirk
Patton, American
Pennova, Mac-Rod
Pennsylvania, Nig
Perry G. Hague, P. N. Ellis
Peggie Wilson, River Cities
Picayune, Harry K.
Pina, Elsie
Pliocene, J. Harvey Ross
Polly, Surveyor
Pollywog, Principio
Polo, F. N. Canulette
Potomac, Robert W. Wilmot
Producers II, Kentucky
Progress, Marco
Prompt, O'Tuely

R. H. McElroy, Jr., L. M. Smith
R. W. Turner, Jane Arden
Ray K. Allgire, Linda Jane
Record, Arthur B. Harms
Reliance, Pittsburgh
Restless, Joe L. Hill
Robert E. Lies, Mary Jane
Robin-E, Cadet
Rosemary. O'Neill

S. S. Thorpe, Geo. M. Verity
ST - 29, Miller
ST - 72, Boaz
ST - 176, Borgne
ST - 177, Bruin
ST - 514, Senator Kerr
ST - 553, Murray
ST - 554, Penley
ST - 686, Southland
ST - 729, Reed
ST - 855, Grefer
ST - 913, Wax
ST - 914, Sale
ST - 935, Kempe
S.T.Co. No. 22, E. E. Plumly
Salvisi, Warner
Sambo, Wizard
Scioto, R. J. Nugent
Semet-Solvay, Semet
Senator Combs, Alan R. Merrill
Service, Judy Ann
Shannopin, Allegheny
Sharon, Clem Beatty
Shawnee, Surveyor
Simms, San Leon
Socony 22, E. E. Plumly

Sohio, Kestrel
 Sohio Fleetwing, Pittsburgher
 Sohio Latonia, Orleanian
 Sohio Memphis, Sohio State
 Sohio Southern, H. A. Bayless
 Sohioan, Charles R. Stevenson
 Southwind, Claribel
 Southwind, Daisy McDermott
 Standard, Donald B.
 Starling, Edward S.
 Suffolk, San Benito
 Sunco A-4, Harbor Point
 Sweet William, Josie B.

T. J. Scully, J. W. Terry
 Tallulah, Commercial Tennesseean
 Teal, Edith
 Tigress, Bill Tamble
 Tiolene, Vixen
 Togo, Che-Mon
 Toney, Southern Kraft No. 4
 Topila, Tyler

U. S. Engineer No. 8, Warner
 Uacha, Startle
 Union, Red Taylor

Vagabond, Tampico
 Vesta, James A. Rankin
 Viva Clare, Bayou Teche
 Victory, Dart
 Victory, O. F. Shearer
 Viking, Masco I.
 Virginia, Jay Gee

W. A. Shepard, Wheelock Whitney
 W. C. Kelly, Charles Z. Jr.
 W. G. Coyle, H. C. Whiteman
 W. G. Wilmot, H. C. Whiteman
 W. H. Clingerman,
 W. P. Snyder, Jr.

W. M. Rees, Seneca
 WSA-25, Maxine McDermott
 Waban, Nig
 Wakulla, Ethel McDermott
 Walter F. Carey,
 Commercial Tennesseean

Walter R., Wesley W.
 Walter T. Weaver, Dart
 Warren Johnson, Robert E. Lee
 Wheeling, Corsair
 White Water, C. F. DeBardeleben
 Wild Duck, Good Neighbor
 Wayne H., Camilla H.
 Wm. B. Brokamp, Royce Patton
 William Dickinson, Floyd H. Blaske
 William Eichel, Billy Koch
 Wm. G. Clyde, Charles R. Cox
 Wm. Helis, Neptune
 William J. Kavanaugh, Captain Bud
 Wm. M. Flanders,
 Stark D. Whiteman
 Woodstock, Jay Gee,

YTM-243, Claribel
 Young Georgia, Louisiana
 Youghiogheny, B. F. Fairless

Zephyr, Alton Zephyr

OFF THE RECORD

Albert Hanson

Steam towboat of Franklin Towing Co., Franklin, La. Retired from service and decommissioned, 1950.

Arcadia

Carried in former issues of IRR as ACADIA (error) and dismantled about 1945. Engines went to new VICKI LIN (see).

Arla B.

Engines removed and now in service as a trailer barge.

Asco

Burned, October 5, 1949.

Assistant

Her former owner, Capt. Entrekin, died and the boat was sold to new owners and soon burned and sank in the mouth of the Mississippi River, Feb. 1950.

Augusta

The removal of this steam ferry, dismantled, means that all steam ferry service on the Ohio River is a thing of the past. Capt. Kline O'Neill of Augusta, Ky., dismantled her in 1950.

Betty

Tug of Dalehite Boat Service Co. lost at Galveston Sea Buoy in March, 1950.

Captain Joe

Steam sternwheeler dismantled in the south, 1950.

Catharine Davis

Steam sternwheeler of Island Creek Fuel and Transportation Co. dismantled at Huntington, W. Va., 1949. Two towboats of this name (of which this is the second) have plied the Ohio River since 1896.

Cayuga

Steam towboat of U. S. Engineer Dept., Louisville, Ky., sold to Richvein Coal Co., Cincinnati, O., Oct., 1949 and resold in Dec., 1949, to River Transportation Co., Cincinnati and decommissioned.

D. A. B.

Diesel sternwheeler of Wheeling Steel Corporation overturned at Dam No. 3, Allegheny River, on June 11, 1950, while performing rescue work after a motorboat went over the dam.

Dolphin

Diesel excursion boat which operated in the Pittsburgh area 1948-1949, taken to Florida and out of the province of this book.

E. K. Davison

Steam sternwheeler of J. K. Davison Bros., Pittsburgh, Pa., decommissioned 1950.

Echo

Steam tug owned by George W. Whiteman, Gretna, La., sold 1950 for scrap.

Edward S.

Collided with a Danish freighter 18 miles above head of passes, lower Mississippi, and lost on April 9, 1950. This was a diesel tug owned by Jesse Levy, Harvey, La.

Eleanor

Diesel tug owned by Jackson Hope Towing Co. retired during the past year.

Fox

Steam tug of Jahncke Service Co. retired during the past year.

Greenbrier

Steam U. S. Coast Guard tender owned since March, 1948, by Charles C. Smith Co., decommissioned and in use as a landing boat.

Homer S. Burns

Diesel passenger tug owned by Freeport Sulphur Co. burned at Port Sulphur, La., 1949.

Irvin S. Cobb

Diesel towboat owned by Igert, Inc., burned at Mile 17, Tennessee River, Feb. 17, 1950. Hull sold to Poplar Ridge Coal Co., St. Louis, Mo.

J. Z. W.

Diesel towboat, sternwheel, formerly owned by George N. Childs, sold to Florida in Nov., 1949, and out of the province of this book.

Jack Rathbone

Steam sternwheeler formerly owned by Esso Standard Oil, sold to J. D. Clark Co., New Orleans, in Oct., 1949 and converted into a dredge.

James W. Good

Steam towboat of Inland Waterway Corp., owned after March, 1948, by American Barge Line Co., dismantled at Jeffersonville, Ind., in 1950.

Jeanette

Diesel, sternwheel towboat of Independent Oil Co., originally TECHE of U. S. Engineer Dept., dismantled several years ago.

Jen

Motor, sternwheel towboat owned by T. G. Keeney Sons of Diamond, W. Va., burned on Kanawha River, July, 1950.

Jolly Roger

Diesel towboat of Blaske Lines dismantled.

Kempe

Diesel tug of U. S. Engineer Dept., Memphis, transferred to Charleston, S. C. and out of province of this book.

Laura Foster

Motor towboat of Henry G. Dalehite Boat Service, dismantled 1950.

Lynn B.

Diesel cargo freighter of Gulf-Canal Lines now a trailer barge without propulsion.

Magnolia

Steam tug of Magnolia Petroleum Co. retired 1950 and replaced with a new diesel tug bearing same name (see).

Marjorie Ann B.

Diesel cargo freighter of Gulf-Canal Lines now a trailer barge without propulsion.

Mildred K.

Diesel tug burned Feb. 27, 1946, at Houma, La.

Mustang

Diesel tug of Cornelius Kroll & Co. sold to the Great Lakes in summer 1950, out of the province of this book.

Neomonni

Diesel tug of Hyer Towing Co. sold to Taylor & Anderson Towing & Lighterage Co., Philadelphia, Pa., 1950, and out of the province of this book.

New Hanover

Diesel towboat of James R. Hines Co. beached at Bowling Green, Ky. and dismantled in fall of 1949.

Ouiatchouan

Motor tug owned by Eugene de Armas, Venice, La., retired in 1950.

R & Y

Diesel tug of Oil Transport Co. sank in 1947 a total loss.

Ranger

Steam towboat formerly owned by Pittsburgh Coal Co. and since spring of 1945 by Zubik Towing Co., sold summer of 1950 to Coal City Towing Co., Pittsburgh, and converted into a landing boat.

Renown

Steam towboat originally SARAH EDENBORN retired by Island Creek Fuel and Transportation Co. and converted into a floating work shop, summer 1949.

Robert F. Brandt

Steam towboat originally WALTER A. WINDSOR dismantled at Jeffersonville, Ind., by American Barge Line Co., 1950.

Sallie A. Rothermel

Diesel tug reported sold away, presumably to South America, and out of the province of this book.

Sarah

Diesel sternwheeler, originally CAPT. ERIC BERGLAND, which has disappeared from view in the south country. Any news of her whereabouts will be appreciated by the Editor.

Steve Rogers

Diesel towboat of Massman Construction Co. sunk at Cape Girardeau, Mo., on April 3, 1950 and lost.

Sycamore

Diesel U. S. Engineer Dept. tender, formerly of the Memphis District, transferred to Detroit, Mich., 1950 and out of the province of this book.

Wacouta

Steam towboat last owned by Capt. A. C. Johnson of Helena, Ark., overturned and lost in a storm opposite Helena on March 27, 1950.

Wakerobin

Retired from service by the U. S. Coast Guard, St. Louis, Mo.

Wardson

Diesel tug which has vanished from the view of the Editor; last whereabouts was at Harvey, La. Any news will be appreciated by the Record. }

White Gold

Diesel towboat of South Coast Corp. dismantled 1949.

DPC TOWBOATS

Attu
Bataan, now Orleanian
Bou Arada, now Pittsburgher
Casablanca
Coral Sea
Corregidor
Gona
Guadalcanal
Guam, now H. E. Lewis
Java Sea
Kiska, now W. J. Creighton
Kokoda
Mateur
Midway Islands, now H. A. Bayless
Milne Bay, now Allen B. Wood
Tenaru River
Tulagi
Wake Island

Buna, Lunga Point and Tunis owned by Ore Steamship Corp. and intended for foreign service.

Midway Islands was named Sohio Southern from June, 1946, through Feb. 1949.

Bataan was named Sohio Latonia; Bou Arada was named Sohio Fleetwing; both of these names were retained from Feb. 1946 through Nov. 1949.

LANDING SIGNALS

Various lines have distinctive signals sounded on the whistle or airhorn as code groupings of long and short blasts. Such signals are blown to attract notice of the approach of a particular tow or vessel.

The Armco Steel Corp.	████ █████ █ █ █
Ashland Oil & Refining Co.	████ █ █ █████ █
American Barge Line Co.	████ █ █ █████ █
Carnegie-Illinois Steel Co.	████ █████ █ █
Central Barge Co.	████ █ █ █ █████
Esso Standard Oil Co., Baton Rouge Div.	████ █ █████ █
Federal Barge Lines	████ █ █ █████ █ █
Greene Line Steamers	████ █ █████
Hatfield Campbell Creek Coal Co.	████ █████ █ █
Hillman Transportation Co.	████ █ █████ █
Hougland Lines	████ █ █████ █
Jones & Laughlin Steel Co.	████ █████ █ █ █
Island Creek Coal Co.	████ █ █ █████
Keystone Division, Dravo Corporation	████ █ █████ █ █
Mississippi Valley Barge Line	████ █████ █ █ █
Ohio River Co.	████ █ █████ █ █
Pittsburgh Coal Co.	████ █ █ █
Union Barge Line	████ █████ █ █
U.S. Coast Guard	████ █ █ █
Wheeling Steel Corporation	████ █████ █████ █ █

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